# \*ALL HANDS\*

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



**AUGUST 1967** 





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NUMBER 607

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- FRONT COVER: SHARP SIGHT—An E2A Hawkeye early warning aircraft is directed to a Seventh Fleet carrier's catapult for launch. The aptly named Hawkeye alerts the carrier to approaching aircraft with its keen radar dome eye.
- AT LEFT: SEA SILHOUETTE—The guided missile destroyer USS Cochrane (DDG 21) makes a high-speed starboard turn into the sun as she chases a sonar contact in the South China Sea.—Photo by William Powers, PHC, USN.
- CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



TO THE RESCUE—Helicopter from USS Mars (AFS 1) searches for the survivors from capsized fishing vessel.

# Navy Comes to the

PROBABLY ONE of the more enduring themes in literature—both ancient and modern—is the rescue from danger of one person by another.

One of the reasons for the endurance of such tales, of course, is that rescues are real. They happen. And, they are often exciting.

In recent months Navymen have come to the rescue of many dis-

tressed people. The rescued are seldom fair damsels any more, but the rewards, usually consisting of a handshake and a heartfelt thankyou, are nonetheless satisfying. The disaster is rarely a dragon these days, but it can be equally challenging.

Very often a successful rescue is possible only because someone was in the right place at the right time.

STRETCHER-BEARERS—U. S. Navymen rush seriously ill Greek merchant seaman to their ship's sick bay for treatment after his transfer on the high seas.



Someone who knew just what to do when the time came.

SUCH WAS THE CASE when a helicopter crew started out from NAS Atsugi, Japan, landing at Oshima Island with the mission to pick up Boatswain's Mate First Class James F. Comer's two-and-a-half-year-old daughter, who was ill with fever. She was to be taken to Yokosuka for treatment. The helo, it turned out, had a twofold rescue.

Boatswain Comer helped his daughter and Mrs. Comer into the aircraft and the helo was about to take off, when nearby fishermen came running toward the aircraft, asking for help. A local fisherman, Shigeru Takada, had fallen from the 60-foot cliff into the ocean. Comer ran with them to the cliff and scrambled to the bottom.

The helicopter took off and was soon hovering above the scene of the accident. There, Comer and the

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fishermen were trying to pull Takada onto the rocks at the bottom of the cliff. They finally succeeded in getting Takada onto a rock, but not before he was pounded against the rocks by the rough surf.

At this point, Lieutenant (jg) J. G. Taylor, pilot of the helicopter, positioned the helo above the injured man, and Airman Mike J. De Andressi was lowered to the rock to retrieve him. It was a very delicate maneuver.

A few minutes later, Takada was in the helicopter, where the crew discovered he was not only unconscious, but that he had stopped breathing. The pilot landed the helicopter on a nearby landing spot while the copilot, Ensign Robert Armstrong, began artificial respiration. After about three minutes Takada began to breathe normally, and he was rushed to a local hospital. The helicopter then continued on to Yokosuka with Comer's ill daughter. Takada and the little girl are both reportedly doing fine.

N OT ALL RESCUES occur that quickly. A recent lifesaving assignment by the tank landing ship uss

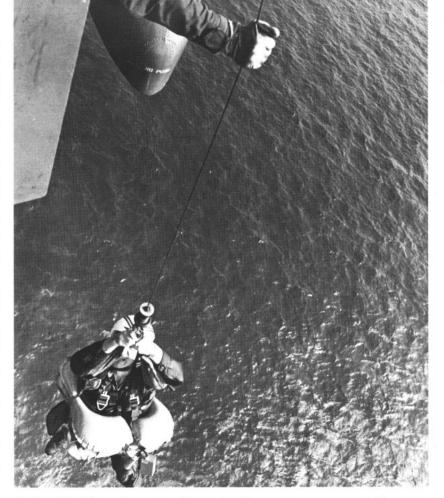
### Rescue

Chase County (LST 532) took considerably longer.

The Japanese fishing boat Sumiyoshi had been at sea for 18 days when her navigation equipment failed, and she ran aground in heavy seas on Bombay Reef, some 300 miles east of Da Nang, in the South China Sea. She sent out an SOS immediately.

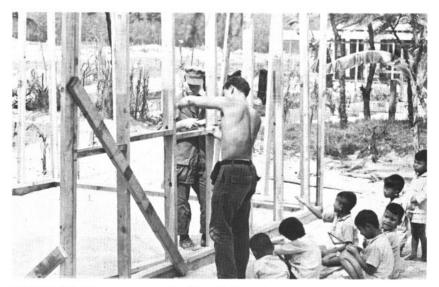
Responding to *Sumiyoshi's* distress signal, another Japanese fishing vessel, *Shofuku*, moved in to help. The heavy weather hampered *Shofuku's* rescue efforts, and when a line fouled in the craft's propeller, it too ran aground.

Chase County arrived on the scene two days later. Lieutenant John W. Kinnier, commanding officer of the ship, was dismayed at what he saw. The two fishing boats were already badly broken up, the weather was getting worse, and unless the rescue could be made in some way from inside the lagoon, on



OUT OF THE SEA—Navy pilot LT R. F. Ball is one of many rescued after ditching in South China Sea. Below: Teamwork of USS Sacramento (AOE 1) crew rescued crew of freighter that hit rock and sank off the coast of Vietnam.





GOING UP—Navy team at Da Nang's Civic Action Division put up one of their 'instant' houses for burned-out family as the village children look on.

the lee side of the reef, there looked to be little chance of success.

Winds of 25 to 40 knots and 15-foot seas made immediate rescue attempts impossible. Chase County maneuvered up and down the reef, trying to find a way to help the two stricken craft. For two days the weather raged. The situation became desperate. Weather or not, the fishermen had to be taken off their failing perch.

In the early hours of the third day, *Chase County* lowered a small landing craft carrying seven volunteers, led by Lieutenant (jg) Charles W. Smith. They had with them a 15-man life raft. Their job: go in and get those people.

FIGHTING THEIR WAY through the towering swells and howling winds, the men moved the landing craft to within 150 yards of the fishing boats, as close as it could go and still stay off the reef. At this point, Chief Commissaryman Richard J. Kehoe and Seaman Michael J. Givens manned the raft and rowed toward the Japanese.

The other volunteers stayed with the landing craft and handled the line that was secured to the raft.

Kehoe and Givens rowed furiously, but were pushed 30 yards off course by the seas, and missed the fishing boats. They were being towed back toward the landing craft when a huge wave caught the raft at an angle and dumped Chief Kehoe overboard.

Luckily, Givens was able to grab

the chief and pull him back aboard the raft.

Rowing wasn't going to do the job. LT Smith decided they would have to shoot a line over to the Japanese with the line-throwing gun. In spite of the seas, the second try was a perfect shot.

The raft set out again, crewed by Givens and Engineman Third Class Robert W. Upchurch. This time the raft had a guideline pulled by the Japanese on board the grounded vessel in addition to the retainer line handled by the men on the landing craft.



ON THE SPOT—Copter crew from NAS Atsugi, Japan, was on hand to rescue a fisherman injured in a fall.

THE FIRST TRY with this system almost did the raft in.

"I thought we were going right under the stern of that wreck," Givens said later. "I could feel the coral tearing the bottom of the raft apart. I was screaming at the fishermen to climb down the ropes, strung between the two wrecks, to the raft so that we wouldn't have to get too close. They were frightened and didn't understand what I was saying. I thought for awhile that I would have to climb up and show them. It was a tense time."

The raft finally succeeded in carrying seven of the fishermen to the landing craft.

Givens and Upchurch set out again. About halfway to the wrecks a large wave broke over the raft. Men and raft went in different directions.

"The raft had turned completely over," recalled Givens. "I couldn't see Upchurch anywhere and I thought sure he was gone. Then this big hand came sliding up over the side of the raft and he climbed in.

"He yelled, 'You aren't going to lose me.' The raft was upside down then, and we decided not to try to right it. The bottom had been chewed away and we figured we could use the top for a deck.

"We made it to the wrecks and took off 12 men this time. I think they had figured out that we wanted them to climb down the ropes to us because we didn't have nearly the trouble with that trip."

THEN what was supposed to be the last trip for the raft was launched.

"There were 10 more of the fishermen on the wreck, and we didn't expect any real trouble. Both Upchurch and I were pretty worn out by this time, but we were sure we could make it. We maneuvered the raft through the surf up to Shofuku. The sea was really getting bad, but we got the people aboard.

"On the way back, I felt kind of relieved. We still had a lot of work to do and things to worry about, but the big part of the job was over, and we were finally on top—we thought. Then a big wave hit and dumped two of the fishermen out of the raft.

"I could have cried. The two managed to grab a line and make it

back to the wreck, but for us it meant another trip through that surf. I was so tired I couldn't think straight. They took me out of the raft when we got back to the landing craft with the remaining eight men."

Boatswain's Mate Third Class Michael A Beylotte took Givens' place for the last trip.

The final trip, with a raft that was almost completely shredded, was the longest of them all. But the two fishermen were rescued.

When the last of the Japanese fishermen had been taken aboard the landing craft, the boat battered its way through 20-foot waves back to *Chase County*. The three-day ordeal was over.

The 29 fishermen were taken to Subic Bay Naval Base, and were later picked up by another Japanese fishing vessel.

M ODERN RESCUE STORIES are not always as exciting as that one, however. Sometimes they involve just plain, hard, unglamorous work.

The salvage ship uss *Opportune* (ARS 41) had such a job recently when she pulled the Colombian Navy Tug ARC *Pedro De Heredia* free. The 205-foot tug went aground near the harbor entrance at Cartagena, Colombia, while attempting to salvage another stranded tug.

Opportune was dispatched to the scene from San Juan, P. R., after the Commandant of the Colombian Navy sent a request for assistance to the U. S. Navy's Chief of Naval Operations.

During Opportune's salvage operation, over 100 tons of solids and liquids were offloaded from Pedro De Heredia. Several one-pound charges were detonated to hack away a coral barrier which held the tug. Larger charges were detonated to demolish coral formations.

Towing cables were rigged from *Opportune* to the tug's bow and quarter to facilitate wrenchings, which were made at high tide to free the tug from bottom suction.

After four days' continuous effort, the Colombian tug was worked into deep water. It then entered Cartagena under its own power.

F LEET OILERS can do more with their fueling rigs than just pump NSFO, as uss Tolovana (AO 64)



MAN OVERBOARD from carrier operating in Tonkin Gulf is helped into rescue collar by helicopter crewmember for lift and return to his ship.

demonstrated recently.

While *Tolovana* was anchored off Acapulco, Mexico, during a routine visit, she was called upon to assist the commercial American tug *Ellen Foss*, which was en route to South Vietnam with two ferries in tow.

The tug had damaged a cylinder in her engine, and she had to have it fixed before she could continue on to South Vietnam. The replacement cylinder weighed about two tons, and was aboard *Ellen Foss*, but there were no facilities in Acapulco to hoist the damaged cylinder from the engine room, and lower the replacement.

Tolovana's skipper, Captain Carl W. Groneman, Jr., volunteered to use the oiler's fuel boom to do the heavy lifting, and a local tug pushed Ellen Foss alongside Tolovana. Ellen Foss got her engine fixed.

A S WE HAVE SEEN, Navy ships have special capabilities which enable them to help get people out of jams. Navymen, as well as their ships, are often called upon to bring their special knowledge and skill to bear in sticky situations.

Lieutenant Commander Maxwell Goodman, MC, USN, is a specialist in decompression procedures. One of only four men in the United States so qualified, Doctor Goodman is stationed at the Submarine Base, in Groton, Conn. He recently had to take his knowledge more than a thousand miles to help solve a rescue problem.

A civilian diver had run into trouble while he was working from an oil rig off the coast of Louisiana, at a depth of 250 feet. His equipment became entangled, and he was forced to stay beyond decompression limits before he was freed.

While another civilian diver worked to free the distressed man, Dr. Goodman was on his way to New Orleans Naval Air Station, where a Coast Guard helicopter was standing by to take him out to the drilling rig.

During the struggle to free the entangled diver, both divers reached about 300 feet. Meanwhile, the Navy doctor was having his problems getting to the scene.

A ski-equipped aircraft sought to pick up Dr. Goodman in frigid Groton, but was unable to land because the runway was covered with eight inches of snow and visibility was poor.

The State Highway Patrol escorted him to Quonset Point, R. I., where a Navy LC-130 was able to touch down. Dr. Goodman was flown to the Naval Air Station at Virginia Beach, Va. There, he boarded a Navy A6 Intruder jet which quickly got him to New Orleans.

During the journey, Dr. Goodman had been directing the rescue operations by radio and telephone. Both divers were finally brought up safely, and are now in good shape.

AVIATION MACHINIST'S Mate Second Class Ralph K. Hagan is fast becoming a traveling fix-it man, specializing in curing the ills of the C-130 Hercules aircraft for the Air Force.

It began last October, when a *Hercules* of the Air Force's Tactical Air Command landed at McChord AFB, Wash., with engine trouble. As that base has neither the equipment nor the personnel able to repair the turbo-prop aircraft, a message was issued to nearby units requesting a volunteer crew of C-130 engine specialists.

Hagan, of Air Transport Squadron

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MANY THANKS—Captain of Japanese fishing craft thanks skipper of USS Chase County (LST 532) for daring rescue from the reef made in stormy seas.

Eight, based at Moffett Field, Calif., answered the call. The aircraft, down with a faulty pressure relief valve in the gear box, had been diverted to McChord while on a flight from Dyess AFB, Texas, to Elmendorf AFB, Alaska. The 21-year-old Hagan, heading a four-man team, set about diagnosing the problem, while a replacement engine was being flown in from Elmendorf.

Meanwhile, Hagan determined that if he removed the pressure relief valve and cleaned it, the engine would work again, and would not have to be replaced.

The Navy maintenance team made the repairs in four hours, cutting by eight hours the time the plane was down (it normally takes 12 hours to change an engine).

The highly critical engine spare was flown back to Elmendorf.

THE WORD got around. When a Hercules at Tinker AFB, Okla., needed a valve housing and control change, a call was once again sent out requesting a repair team. Hagan received the call at home, and had his packed bag and replacement parts aboard an eastbound flight in no time.

Broken stud bolts were discovered to be the cause of the problem, but rather than remove the unit, Hagan and his partner figured out a way to remove the studs without having to dismantle the unit. Four hours later, the job completed, Hagan was preparing for the return trip to Moffett with the replacement valve housing he never used.

Now firmly established as an itinerant Hercules repairman, Hagan responded once again to a call from Tinker AFB for a maintenance volunteer to replace a C-130 prop. Hagan again saved a valuable spare by repairing the ailing propeller instead of replacing it. An unexpected job came up when the McGuire AFBbased Hercules bringing in a relief crew for the downed aircraft suffered a sheared starter and oil leak. Hagan got the first plane up and on its way and began work on the second, using parts that were flown in to the base by still another aircraft.

When it was over, the grateful Air Force sent Hagan home to Moffett Field on a commercial "champagne flight."

A FAMILY with no place to live certainly needs, in a manner of speaking, to be rescued. A team of four Navymen attached to Naval Support Activity Da Nang's Civic Action Division have devised a method of prefabricating houses being built for needy Vietnamese families in the Da Nang area.

The team built their own bench saw from scrap parts and is now using it to pre-cut lumber, which can be assembled into houses in short order. The latest "instant house" was built in one day.

It began when the team got a request to replace a home destroyed by fire. The structure was to house a family of six.

At nine one morning, the team arrived and began unloading the pre-cut lumber at the building site. By three that afternoon the frame of the house was up, and the siding was being nailed into place. By that evening the tin roof had been nailed in place, and cement for the inside slab was ready for mixing.

Early the next morning the team mixed the cement and soon after the house was turned over to the wide-eved family.

The team is permanently assigned to a village in the Da Nang area. The village is their primary assignment. They live there, help the villagers build, advise on various projects, and even teach English.

WHEN FACED with a situation in which assistance to someone is necessary, many Navymen have a knack for getting others to help.

Chaplain H. L. Bergsma, of Mobile Construction Battalion 74, based in Gulfport, Miss., fits into this category.

He wrote a letter asking his friends in his former church in Cutlerville, Mich., to assist him in gathering civic action material to be delivered by his battalion to Southeast Asia as part of the Navy's people-to-people program.

The response was better than he had expected. Coordinating an effort that finally reached throughout the United States, the church accumulated over 8000 pounds of material, clothing, health items, sewing machines and cloth, and over \$1600.00 in cash donations.

A NOTHER NAVYMAN who is a good collector is Lieutenant William C. Neville, a Navy advisor to a Vietnamese junk group. He recently found himself knee-deep in packages containing clothing.

Neville wrote a letter to his home town newspaper in Newburgh, N. Y., requesting clothing for Vietnamese families of Phu Thuan village, a small hamlet adjoining Junk Base 12.

In response, numerous committees were organized, and drives were initiated to mail the hundreds of pounds of clothing in support of the project.

As the parcels arrived, they were forwarded to the junk base and, with the assistance of other American advisors and the Vietnamese Navymen, the clothing was distributed to the needy villagers.

NE OF THE more unusual rescue missions undertaken by a Navy unit ended early this year when the dock landing ship uss *Comstock* (LSD 19) dropped anchor in Hong Kong harbor and unloaded her cargo—a junk belonging to a communist Chinese fisherman.

The junk and its crewmembers were from the island of Hainan, a few miles due south of the Chinese communist mainland in the Gulf of Tonkin.

During a fishing trip, it was caught in a storm, lost its rudder, and was thrown far off course by the wind. It finally wound up off the coast of Nha Trang, South Vietnam.

The junk was brought into the harbor by U. S. and Vietnamese Navymen, who provided its crew with food, medical attention and a place to stay while their junk was being repaired.

Now, the question was how to get the junk back where it came from. The weather was going to be a problem. While southern portions of



SPECIAL DELIVERY—US\$ Comstock (LSD 19) offloads a Chinese junk after safe delivery to Hong Kong.

South Vietnam were enjoying the calm weather following the monsoon season, locations further north had just the opposite.

The Chinese fishermen explained it would probably take them a month or more to sail the junk back home. Numerous ideas and suggestions as to how to return the junk flowed from various sources.

One of the first ideas considered

was for a Navy Fleet tug to take the junk in tow. This solution was discarded because it would take too long.

It was finally decided to airlift the fishermen to Hong Kong, where they would be returned to their families with the help of the Red Cross and the British authorities. As for the junk, it would have to take a ride on a U. S. Navy ship.

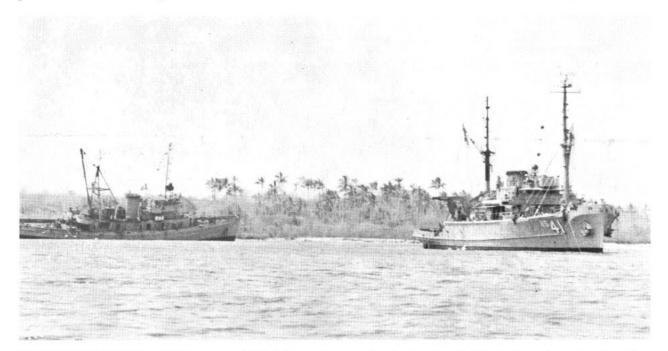
A THE TIME, Comstock was in Japan having her helicopter flight deck removed in preparation for moving some large cargo from one point to another in South Vietnam. It was decided that since Comstock would be in the area and could accommodate the junk, she would take the vessel to Hong Kong.

Comstock arrived in Nha Trang harbor, and the task of loading the junk aboard began. It took 12 hours, but the 150-ton craft was finally loaded aboard and made ready for

The next day, Comstock steamed out of the harbor into the choppy waters of the South China Sea. After a hairy four-day trip, Comstock arrived in Hong Kong-her unusual cargo intact.

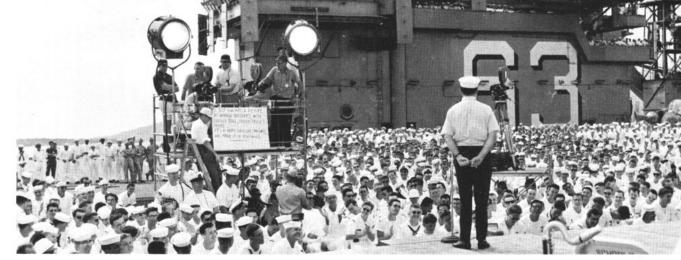
Which proves that, no matter who you are, if you're in bad trouble, or you need a helping hand, the U. S. Navy is good to have around.

-Jim Teague, JO1, USN



PULLING FRIEND SHIP—USS Opportune (ARS 41) uses her muscles in four-day battle to free the Colombian tug.

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BOB BOBS and weaves with words which bring smiles to the faces of the crew of USS Kitty Hawk (CVA 63). Cameras make a record of the Hope Show as Bob says of Kitty Hawk's size, "I'd like to see the box that this thing came in!"



## Fleet Greets

THE CAST IS star-filled, the audience energetic and the stage may be rocking and rolling in time to the music and the waves.

Such is the case as Navymen are entertained on ships at sea or at shore stations throughout the world by Hollywood and Broadway stars, entertainers and sports personalities.

The occasion may be a USO-sponsored touring show, a person-to-person visit by a popular personality or a visit by a star seeking technical advice to prepare for an upcoming movie role. Whatever the reason or occasion, the star's presence in the Fleet makes a big hit with Navy-

men. And, the star is treated to the most receptive and responsive audience to be found.

Many stars return repeatedly to play for Navy audiences, and it is due partly to the warm welcome they receive. Following a USO-sponsored performance aboard uss *Kitty Hawk* (CVA 63), singing star Nancy Sinatra summed up many entertainers' feeling about performing before Navymen by saying, "They're the best audience in the world. I love them all."

Most stars entertain Navymen through United Service Organizations-sponsored shows, which are

I'M HURRYING, DAHLING, exclaims Zsa Zsa Gabor as she dashes on stage at Guantanamo. Below left: Arthur Godfrey is highlined at sea. Below rt: Rex Harrison and wife Rachael visit USS America to perform readings for the crew.









SINGER Anita Bryant entertains aboard USS Bennington (CVS 20). Rt: John Wayne picks up "bridge talk" for upcoming movie aboard USS Kearsarge (CVS 33). Below: Nancy Sinatra visit patients in USS Kittyhawk's sick bay.

### Stars at Sea

now in their 26th year of operation. People of the entertainment world have for many years taken time out from their busy schedules to perform for the Navyman.

Several veteran USO entertainers who performed for servicemen during World War II have signed to entertain many of those men's sons in Vietnam this year.

Leading the list is comedienne and veteran USO entertainer Martha Raye. During a show aboard uss Cochrane (DDG 21), Martha told the crew that, "Guys like you make an American woman glad she is."

Other stars on that long-time hit

list include Edgar Bergen, Dorothy Lamour and Frances Langford.

O F ALL THE traveling shows that visit the Fleet, the Bob Hope Christmas Show remains a favorite with many Navymen. The veteran comedian takes the show on a tour of ships and shore stations each year and always succeeds in leaving thousands of sailors laughing in his wake. This past year's Hope Show included Kaye Stevens, Jerry Colonna, Carroll Baker, Anita Bryant, Joey Heatherton, Jack Jones and Les Brown and his band.

USO shows were created at the



SHEIK VISIT—Naval Air Station at Kenitra, Morrocco, welcomes Jerry Colonna. Below: Globetrotters form their magic circle on deck of USS Enterprise. Lana Turner and Hope perform duet aboard the carrier USS Bennington.











SINGER-ACTRESS Joi Lansing autographs dance programs for Amphibious Force sailors. Rt: Martha Raye boards USS Cochrane to entertain. Below: CDR Glenn Ford, USNR, receives a Bennington pamphlet from RADM Macpherson.



beginning of World War II to provide entertainment for servicemen and to cooperate with other organizations founded with similar aims. Since then thousands of performances have been played at sea and on shore before millions of Navymen.

The shows combine big-name stars and lesser heavenly bodies into traveling shows. Last year more than 700 entertainers gave 4000 performances to a military audience of more than three million.

T HE SHOWS ARE divided into three categories: Celebrity shows, col-

lege and university groups and small professional units. The celebrity shows feature tours by top stars from the entertainment and sports worlds who donate their time and talent to perform for the serviceman. These shows are organized by combined efforts of USO and the Hollywood Overseas Committee.

Music and drama departments of colleges and universities from the U. S. compete each year to entertain overseas on USO tours. Selections are made from those colleges competing by the American Educational Theatre Association and the National Music Council. The college units present instrumental and

SEVENTH FLEET BAND is directed by Danny Kaye during show aboard USS Kitty Hawk (CVA 63). Rt: The Splinters from Northern Arizona University sing goodby to the U. S. while awaiting flight which will begin overseas USO tour.





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JAZZ SINGER Ray Charles entertains aboard USS Constellation (CVA 64).

choral programs as well as musical comedy and dramatic offerings.

The professional variety units consist of two to seven performers. These units are paid for their services and are considered the backbone of the USO program.

Celebrities travel extensively while on tour, so don't be surprised if not all the stars on your ship or at your station are on the flag or part of the uniform.

The photographs appearing on these pages are taken from the files of ALL HANDS over the past and are but a sampling of the many visits by stars.

-Larry Henry, JO2, USN



DYNAMIC DUO—Singer Johnny Rivers plays his guitar as film Actress Ann Margret completes the duet as they entertain servicmen at the Saigon USO.

The following is a list of many stars, and their shows, who have performed for servicemen in the Vietnam area since May 1965.

The Martha Raye Show George Jessel Show Roy Acuff (Grand Ole Opry) Kathleen Nolan Show Hugh O'Brian Eddie Fisher Show Edgar Bergen Show Charlton Heston Show Robert Mitchum Show Ann-Margret Show Wayne Newton Show Dean Jones Show Danny Kaye Show Big Tiny Little Show The Jim Drury Show Don DeFore Johnny Grant's Operation Starlift John Wayne Arthur Godfrey Albert Dekker The Sue Thompson Show The Lively Set

Several of the shows made the trip to Vietnam more than once during that period. The list includes 60 stars in various USO shows.

The Jimmy Boyd Show The Roy Rogers-Dale Evans Show Frances Langford Show **Betsy Duncan Show** The Hondells with Francesca K Jennifer Jones The Clara Ward Singers John Gavin Ink Spots Red Barber The Slippery Rock String Band Louis Cottrell's Dixieland Jazz Band The Nancy Sinatra Show The National Football League Players Steve Curry and the Denims Chuck Connors Henry Fonda James Garner Marshall Thompson The Peyton Place Group The Peter Palmer Show

MISS UNIVERSE RUNNER-UP Anika Farrel sings to camera-laden USS Ticonderoga crew. Center Joe DiMaggio gives batting tips to Enterprise softball players. Rt: Actress Kathy Nolan sings to a sailor aboard USS Bon Homme Richard.











PACKAGE FOR SEABEES—CH-47 Chinook helicopter delivers weapons carrier to Seabees at BaTo construction site.

Rt: Equipment operators harness tire and wheel assemblies for aerial delivery to one of Special Forces campsites.



### Navy's Bees Sprout

BEES HAVE WINGS and a stinger, and are capable of intricate construction. The Navy's bees, the Seabees, have long been known for their construction prowess, and are now giving additional sting to the Viet Cong by getting their wings.

The flying Seabees of Naval Mobile Construction Battalion Nine, Da Nang, are now attacking from the air with thousands of pounds of heavy construction equipment capable of building airstrips, carving roads and establishing bases in virtually inaccessible areas.

The Seabees' "wings" are the CH-54 Flying Crane, CH-47 Chinook and new CH-53A Sea Stallion helicopters. With the added lift of the helicopters, the Seabees of MCB-9 have become more mobile. Added mobility aided them in building a dirt landing strip at BaTo in six and one-half weeks, but it first posed some problems.

During the first trip to BaTo, one of the helicopters accidentally dropped its package, a 10,000-pound load of tractor wheels, into a Viet Cong-held jungle. The other 250,000 pounds of earth moving equipment used to build the airstrip was successfully delivered without mishap.

Shortly after completion, the landing strip was attacked by mortar barrage and small arms fire. However, there were no Seabee or

BUSY BEES—MCB-9 Seabees unload construction material brought to BaTo by Caribou, only fixed-wing aircraft which could land before there was an airstrip. Above: Helo crewmember rigs a back-hoe for airlift to next construction job.







HOVERING CRANE—CH-54 flying crane helicopter lands at Quang Ngai, staging area for heavy equipment deliveries to Special Forces camps. Rt: Navy Seabees board Australian Caribou to be airlifted to Green Beret camp.

### Wings of Steel

Special Forces personnel injured. One of the 20 Seabee-built concrete structures at the camp received a direct hit by an 81-mm mortar shell with little resulting damage. The Special Forces team commander attributed the lack of casualties to the strong new facilities.

DURING THE ATTACK MCB-9 continued to move its lightweight construction equipment to the site of another proposed landing strip. CH-53A Sea Stallion helicopters were performing their first duty in Vietnam by lifting the equipment, and during the attack were fired upon for the first time. One of the large helicopters was damaged by machine gun fire outside the BaTo camp, but no casualties resulted. Despite the ground fire the new helicopters continued to move the equipment.

Building landing strips is not the only job for which the flying Seabees use the helicopters. The battalion, stationed at Red Beach near Da Nang, has also used the copters for transporting men and equipment to build for the Green Berets three camps. They have airlifted equipment to Quang Ngai to build warehouses and medical facilities, and flown to Phu Bai to build a 1000-man city for a Marine regiment.

As methods of fighting have changed in Vietnam, so have the methods of construction. Several Seabee battalions have adapted to this change through the use of the helicopter.

-Photos by PHC R. Dawson, USN



DUST CLOUDS form as Chinook helicopter approaches to airlift tire assembly to construction site. Below: New Sea Stallion helicopter is one of three types used by the Marines to airlift Seabee construction equipment to campsites.



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# Farewell to the Flying

the last of the operational seaplanes.

Replacing the seaplanes are the

landbased P-3 Orion patrol airplanes

and similar aircraft capable of carry-

ing more sophisticated equipment

and traveling longer distances. The

Orion, which first became opera-

THE RETURN OF USS Currituck (AV 7) to her North Island base from a 10-month deployment in WestPac marked the end of the era of the Navy's seaplanes and the ladies who tended them.

The Navy's seaplane tenders have been mothballed in conjunction with the phasing out of the P-5 Marlin,

tional in 1962, has advanced ASW patrol capabilities.

big crane must be the slogan here as Currituck

SAIL SOFTLY but swing a big crane must be the slogan here as Currituck crewmen prepare to hoist a Marlin to the ship's deck for needed repairs.



Patrol Squadron 40, based at Sangley Point, Cavite—the Navy's last operational seaplane airdrome—had the distinction of flying the P-5 Marlin seaplane's last long-range patrol mission for the Navy in May. VP 40 was operating at the time with Currituck in the South China Sea. Even while this final mission was being flown, other "pig boats," as the Marlin crews affectionately call their aircraft, were being flown from Sangley Point to Konan, Japan, for mothballing.

Seaplanes will remain in use, however, but not in Navy colors. The U. S. Coast Guard plans to continue using seaplanes to fly patrol and rescue missions.

THE STORIES of the seaplane and the seaplane tender are inseparable even as they were inseparable in operation. It is fitting that their Navy careers end together.

The last remaining operational

**ALL HANDS** 

seaplane tender, Currituck, completed her 10-month deployment with the Seventh Fleet on 24 May, when she returned to her North Island base. Currituck served as a forward operations seadrome for North Island-based seaplane squadrons VP-40, VP-48 and VP-50.

She was also the flagship of Commander Patrol Force Seventh Fleet, head of Operation Market Time, a coastal surveillance operation involving patrol planes and designated surface ships off South Vietnam. Operation Market Time is aimed at curtailing the flow of men and war materials to enemy forces in the South via sea supply routes. The tender-seaplane combination performed this job well, but time and technology have finally caught up with the *Marlin* and other flying boats and rendered them obsolete.

The two other operational seaplane tenders, uss Salisbury Sound (AV 13) and Pine Island (AV 12) also operated with the Seventh Fleet as forward seadromes in the Vietnam area before their decommissioning. They are now deactivated at the Puget Sound Naval Shipyard at Bremerton, Wash.

Currituck had the distinction of

### Boats

winning the last Battle "E" award ever given to a seaplane tender. She earned the award this year in competition with Salisbury and Pine Island.

THE COMPLEMENT of a seaplane tender, like the complement of an aircraft carrier, reflected the unit's ability to operate in two mediums, air and water. All surface and air ratings coordinated their functions to carry out the tender's operational mission. Whether it was pumping JP-5 to her flock, repairing an ailing member of her brood or clearing the sealane for a takeoff, the seaplane tender and her crew combined special equipment and special skills to perform competently their job and mission.

Seaplane tenders have characteristically large cranes which are used to lift seaplanes to their decks for repairs, and although seaplanes are being mothballed, the tenders'

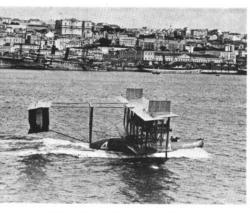


IT'S A BOAT, IT'S A PLANE, IT'S a seaplane. The versatile seaplane has served the Navy well in many capacities since the birth of naval aviation.

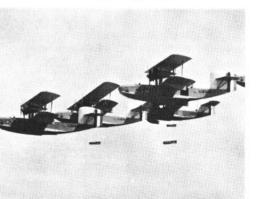


GOING DOWN—USS Pine Island returns Marlin to duty after repairs. Below: Salisbury Sound tends flock of Marlins during Operation Market Time.



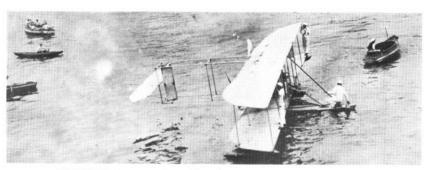


FIRST transatlantic crossing made in 1919 by Navy seaplane NC-4.



VP4 BOMBERS drop bombs during WWI.

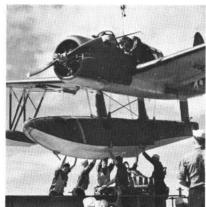
Rt: WW II OS2N-1 is lowered onto catapult aboard USS Pasadena.



THE THIRD plane purchased by the Navy was this Wright B-1.

special naval architectural style will remain in the Fleet. But not as seaplane tenders.

Several tenders have been overhauled for other jobs, such as uss Rehoboth (AGS 50), originally commissioned as a seaplane tender in



1944 and converted to a survey ship in 1947; uss Albemarle (AV 5) was converted and renamed Corpus Christi Bay (T ARVH 1), and now operates as an Army aeronautical maintenance ship; Norton Sound (AVM 1), a guided missile ship; and Valcour (AVP 55) which is used as flagship for Commander Middle East. These are representative of several classes of ships, originally commissioned as seaplane tenders, which have been converted for other jobs.

Altogether, 40 seaplane tenders serviced the flying boats. These tenders represented six different classes of ships.

The history of seaplanes and seaplane tenders actually goes back to the birth of naval aviation. In the seaplane's case, the bird came before the egg.

THE NAVY'S FIRST airplane, the A-1, was an amphibian equipped with floats making it a type of seaplane. It was purchased on 8 May 1911, which has since been adopted as the official birthday of naval aviation. The A-1 had a metal-tipped propeller and was designed to fly at 45 miles per hour.

Before the introduction of seaplanes such as the A-1, Eugene Ely had proven the feasibility of using land-type planes aboard ship, but the seaplane was yet another logical path of development. It could go with the fleet, take off on a mission and return to its mother ship.

In 1912 a flying boat, an airplane capable of landing and taking off only on water, was tested by Lieutenant T. G. Ellyson. It was successful and attained a speed of 59.4 miles per hour. But more important, it demonstrated that a combination boat and airplane could work.

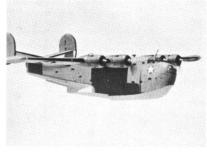
World War I stimulated the growth of aviation in the Navy. In



WORLD WAR II VETS—Pair of PBM-552
Mariners fly in formation. Below left:



Famous PBY Catalina performed many rescues. Below rt: PB2Y3 Coronado.







THE MARLIN-A Marlin flies low over junk during patrol mission. Rt: Preparing to enter water at Sangley Point.

April 1917, the Navy possessed 51 seaplanes and three land-type planes. By November 1918, the number had grown to 1965 seaplanes and 242 land planes, as the Navy came to realize the potential of the floating aircraft.

During World War I, antisubmarine warfare was the primary consideration of naval aviation, and the seaplane was ideal for this task. The war also advanced technology, and the seaplanes continued to grow in importance and capabilities. The end product of World War I development of seaplanes was the NCboats. This type of seaplane was capable of greater ranges, and one such craft, NC-4, made a transatlantic flight, the first by any aircraft.

FLEXIBILITY and importance of seaplanes received an additional boost when they were introduced aboard battleships and cruisers in the 1920s. A revolving catapult was developed, enabling a seaplane to be launched from a ship's deck. This technique was used aboard battleships and cruisers throughout WW II.

The true worth of the seaplane was amplified, however, by World War II. Such seaplane names as Catalina, Mariner, Coronado and Mars will long be remembered by Navymen for their varied roles in that war. Seaplanes were used for bombing, strafing, patrol missions, photo reconnaissance, antisubmarine warfare and carrying cargo.

They also made many at-sea rescues. They were able to perform in an area which had no airstrip, and with the addition of the first seaplane tender in 1921, could be repaired and serviced at sea. This aided personnel operating in remote and virtually inaccessible regions.

The addition of the seaplane tenders with the variety of services they could perform gave the seaplanes the versatility required to enable them to remain in service for so many years. There have been many variations of seaplanes throughout this type of aircraft's long history, but with the decommissioning of the last three tenders, Currituck, Salisbury Sound and Pine Island, the era of the seaplane comes to an end.

The Navy planes which used the sea as their runways, and the ships which serviced them are gone, but their service and deeds will long remain a part of naval history.

-Larry Henry, JO2, USN

### Orion and Neptune Carry On Tradition of Navy's Patrol Aircraft

The SP2H Neptune patrol plane (left) and the P3 Orion (right) are two multipurpose aircraft which are relieving the older seaplanes. The Orion is equipped with electronic detection devices and armed with antisubmarine weapons. It is the Navy's most advanced long-range patrol aircraft. The Neptune is shown flying low over a Vietnamese junk while on a Market Time surveillance patrol south of Vung Tau.







BEACH BOYS—An LCU returns from landing troops on the beach. Below: USS Mansfield (DD 728) is fired on by the Viet Cong as the destroyer shells shore.



THE NAVAL AIR arms of Carrier Air Wings Five and Nineteen have hammered North Vietnam supply routes and industrial sites almost continuously since the end of the lunar New Year.

Bombed heaviest have been bridges, cargo barges, and railroad sidings.

At the time of the bombings, the wings were made up of VA 93, 94 and 115 with CAW 5, and VA 192 and 195 and VF 191 with CAW 19. CAW 5 flew off the deck of the attack carrier uss *Hancock* (CVA 19), while the nuclear carrier *Enterprise* (CVAN 65) and attack carrier *Kitty Hawk* (CVA 63) served as home base for CAW 19.

In recent action, Enterprise pilots, flying A6 all-weather Intruders, struck the Thai Nguyen steel fabri-

### DATE

cation plant located 35 miles north of Hanoi. They reported their mission a success.

Elsewhere, A4 Skyhawks of CAW 19 destroyed a bypass bridge with 500-pound bombs 33 miles north of Vinh. They also blasted bunkers five miles north of the Demilitarized Zone.

Hancock pilots, meanwhile, struck a major highway bridge 17 miles south-southeast of Dong Hoi. The Al Skyraiders used 250-pound bombs to damage both approaches to the causeway.

Kitty Hawk pilots concentrated on the Sam Son military barracks nine miles southeast of Thanh Hoa. They also pounded a radar site 48 miles east of Haiphong with their 2.75inch rockets.

A TYPICAL ASSESSMENT of bomb damage for the day as reported by wing pilots listed five buildings at a military facility damaged; a river ford, four bridges, and a radar site damaged; one supply route, two road segments, a supply ferry landing, three bridge approaches and 500 feet of railroad track interdicted; one truck destroyed, five damaged; two tugs destroyed; nine water craft destroyed, 19 damaged.

Harassment and destruction of waterborne craft off the coast of North Vietnam has kept Seventh

**ALL HANDS** 



OVER THE DRINK-Navy jets refuel from A3B tanker off USS Kitty Hawk after bombing mission over North Vietnam.

# LINE: VIETNAM

Fleet units active in their Sea Dragon operations.

The destroyer uss *O'Brien* (DD 725) took six supply craft under fire recently, destroying two and damaging three. Earlier, she had joined her sister ship *Allen M. Sumner* (DD 692) in destroying five cargo barges and firing on coastal segments of Route 1. The road was reported heavily damaged in two places.

Meanwhile, an enemy shore battery scored a hit on the destroyer Turner Joy (DD 951). Although damage was slight—a one and a half-foot-hole in the rear part of the main deck—one crewman received a minor injury when he was hit by a piece of shrapnel that pierced the ship's deckhouse.

The destroyer returned the fire ashore, but was unable to assess the damage caused by her 5-inch guns.

A few days later, in the same vicinity, *Turner Joy* sank a 60-foot cargo craft. Then, in company with the destroyer *Duncan* (DDR 874), she turned her 5-inchers on a group of 30 barges in a river near Dong Hoi. The ships' shells destroyed eight and damaged 17 of the craft.

Much of this same type action took place south of the 17th parallel.

In the I Corps, uppermost region

of South Vietnam, uss *Providence* (CLG 6) shelled enemy assembly areas, supply routes and bunkers. The cruiser's 6-inch projectiles caused two secondary explosions at an enemy headquarters just 17 miles south-southeast of Da Nang.

This same area was pounded by the 5-inch guns of uss *Shelton* (DD 790) which accounted for five enemy killed, 36 emplacements destroyed or damaged; eight trenches, four bunkers and four roads damaged. Two days earlier, this Seventh Fleet destroyer gave the enemy an equally



ON THE JOB—Seabees of MCB Five fire mortar. Below: Minesweeper crewmember readies pig. Rt: Cruisermen of USS Canberra pass powder casings.







D-DAY LIFT OFF-copter leaves LPH to land troops for vertical assault on VC.

severe pounding by knocking out 26 hidden emplacements.

Alongside U. S. destroyers in I Corps waters was the Australian guided missile destroyer HMAS Hobart. She is credited with destroying and damaging many of the enemy's emplacements and bunkers.

After completing one harassment assignment, *Hobart* was called upon to hit enemy troops attacking an observation post. The Australians answered the emergency and killed 15 of the enemy as they retreated. *Hobart* also fired her guns in support of Operation Pershing. Her targets were assembly areas and infiltration routes. She destroyed two emplacements and damaged 10, de-

stroyed two bunkers, and caused a secondary explosion.

The only action reported in the II Corps during this time was that of *Shelton's* guns fired in support of U. S. ground troops. She blasted assembly areas, supply and infiltration routes and a base camp 17 miles north-northwest of Bong Son. Using 5-inch, high explosive projectiles, the destroyer leveled 50 emplacements and damaged another 67.

FURTHER SOUTH, in the III Corps, an enemy camp was completely erased by the destroyer *McKean* (DD 784). Her shelling caused two major secondary explosions and 13 minor ones. All that remained of the

camp was billowing, yellow smoke.

Fire also erupted 12 miles northeast of Vung Tau when the inshore fire support ship *Carronade* (IFS 1) attacked enemy positions. One storage area was observed burning for 16 hours.

In the IV Corps sector was the destroyer *McCaffery* (DD 860) which provided harassment and interdiction support during Operation Pepper Bush II. The DD also turned her guns on enemy positions 20 miles east-southeast of Phu Vinh and reportedly knocked out five emplacements. *McCaffery's* shelling also started several fires in the enemy's camp.

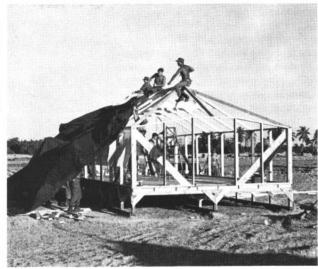
Taking a break in April from her support role was the medium landing rocket ship uss White River (LSMR 536). This tour, her third off the coast of South Vietnam, began in May 1966. Since then, White River's 5-inch rockets and 40-mm guns accounted for nearly 6000 enemy emplacements destroyed or damaged. She also scored on 53 bunkers and 207 sampans, and is credited with 218 enemy troops killed. Her major assignments included the amphibious landing operations Deckhouse VI and Beacon Hill I.

MEANWHILE, Game Warden and Market Time units continued in their efforts to curtail VC and North Vietnamese coastal and river activities.

Four patrol boats on the Mekong River aided a Vietnamese outpost under enemy attack 115 miles west of Saigon. The PBRs arrived on the

CRAFTY LANDING—MCB Nine Seabees disembark from landing craft to construct housing (rt.) in Mekong Delta.







NAVY DELIVERS Army 175-mm howitzers to Dong Ha where they will give fire support for U. S. Marine operations.

scene about midnight and immediately came under automatic weapons fire from the beach. The Navymen returned the fire, pouring 50-caliber machine gun and 40-mm grenade rounds on the enemy positions. After more than an hour and a half of exchanging fire, the VC broke up their attack, retreated, and the outpost was secure.

Other Market Time units, patrolling off the coast of Vietnam, inspected, or boarded and searched more than 2200 vessels in one day. Fourteen persons were detained for further questioning.

Along the Mekong Delta and Rung Sat Special Zone, Operation Game Warden crews probed through nearly 1800 craft. The river units held 44 persons for investigation by South Vietnamese officials.

A MONG MANY behind-the-scene reports that come from Vietnam is one which typifies the teamwork going on there. It involves not only U. S. service forces, but that of the Australian Navy as well.

It began when an eight-year-old Vietnamese boy was seriously injured after falling against the flywheel of the engine in his father's fishing boat.

First to answer the call for medical help was the Australian destroyer *Hobart*, operating nearby on a gunfire mission.

Both the youngster and his father were taken aboard *Hobart* where the ship's surgeon stitched the boy's lacerations.

Hobart, meantime, had requested an emergency MedEvac from other units in the area. The tank leading ship Washtenaw County (LST 1166) relayed the message to a Marine group ashore which, in turn, summoned an Army helicopter to the scene.

While all this was happening, the Coast Guard patrol boat uscc Point Orient made her way alongside the fishing craft and transferred the two-some from Hobart to Washtenaw County. From there, the fisherman and his son were flown to medical facilities in Quang Ngai. The ordeal took less than one hour.

At about the same time, the Navy's hospital ship facilities were being doubled: uss Sanctuary (AH 17) began her first tour in South Vietnam.

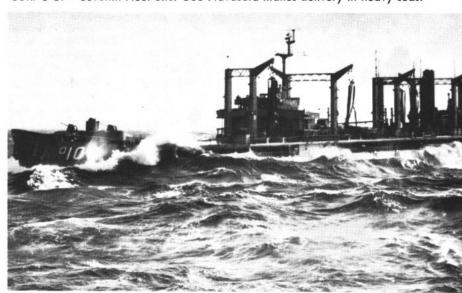
The newly recommissioned ship

(November 1966) arrived in Da Nang early one morning in mid-April from her home port, Alameda, Calif. The following day, helicopters began delivering her first patients.

Little time had been lost before she joined the hospital ship *Repose* in providing a haven for combat wounded. Not since World War II, when *Sanctuary* spent 13 months in the South Pacific, had war casualties lain in her wards.

Those 20 wards hold 750 beds. She also has four operating rooms, three X-ray units, laboratory facilities and a pharmacy. In addition, Sanctuary is equipped with a frozen blood bank, an artificial heart and kidney, and ultrasonic diagnostic equipment—among the most modern medical aids in Vietnam today.

'SURF'S UP'-Seventh Fleet oiler USS Navasota makes delivery in heavy seas.





WHERE IT COUNTS—Navy ships off Vietnam receive needed supplies and ammunition from the Service Force Pacific.

# LIFE LINE OF THE

OFFICIALLY SPEAKING, the Service Force Pacific is celebrating its 25th anniversary this year, but its origins go back much further than that.

People who know about such things consider as one of its predecessors the "train" which supported the Great White Fleet in its cruise around the world in 1907.

At the time, the enterprise was considered to be one of frightening magnitude. It required that 20 ships (16 battleships, four auxiliaries) and 14,000 men travel 46,000 miles. The organization and logistics involved were staggering to the imagination.

SEA KNIGHT helos prepare to hook stores from USS Sacramento (AOE 1) for vertical lift to waiting customer. Since that time, much has been learned concerning these two points.

Today, Service Force Pacific is engaged in supporting on a continuing basis the U. S. Pacific Fleet, consisting of hundreds of ships and hundreds of thousands of men. Service Force Pacific itself is much larger than the entire Great White Fleet, consisting as it does of more than 46,000 men, 117 ships and 13 shore activities. The job it does is not of frightening magnitude, nor does it stagger the imagination. It's all done so smoothly that it's considered routine.

At the time of the Great White Fleet, it would seem no one in authority had considered that the coalburning battleships of the Fleet would need replenishment. As a result, nearly 75 per cent of the coal needed for the voyage had to be obtained from foreign sources—on the road, so to speak.

**B**Y THE TIME of World War I we had progressed somewhat in our understanding of logistics. Uss *Maumee* (AO 2), commissioned in 1916, was stationed in mid-Atlantic and, by 5 Jul 1917, had fueled 34 Britain-bound destroyers.

(Maumee was our first large dieselpowered ship. In 1914, a promising young submarine lieutenant, Chester W. Nimitz, had been selected to take training in Germany and then supervise the building of the engines in the New York Navy Yard. On her commissioning in 1916, this same officer, by now a commander, became her executive and engineering officer.)

Today, failure to provide any of the basics, of which fuel is merely an example, is so far from a likelihood as to be almost incomprehensible to the men who use these basics.

It's all taken for granted. The Service Force Pacific is now concerned with the finer details of the operation—trimming a few seconds off the record for replenishment, an ice plant to Chu Lai, Handclasp supplies to Vietnamese villagers—rather than the operation itself.

APPLES TO NUTS—Combat stores are highlined from USS Mars (AFS 1) to USS Coral Sea (CVA 43) off Vietnam.





This proficiency in concept, planning and operation did not spring into existence overnight. It grew from such experiences as the travels (and travails) of the Great White Fleet.

Here's an exceedingly brief summary of how the Service Force Pacific achieved its present-day skills, and what it is now doing.

DURING World War I, the work of mobile destroyer tenders at Queenstown, Ireland, in support of U. S. naval forces operating with the British Grand Fleet, confirmed the importance of floating support facilities and opened the door for future advances in mobile logistic support. Three years after the end of WW

### **PACIFIC**

I, the Fleet Base Force, forerunner of the present Service Force, was formed. It consisted of oilers, fresh and frozen food ships, repair ships, fleet tugs and target repair ships.

It was this group that made the first contribution to modern underway replenishment techniques.

The oiler uss Cuyama (AO 3) performed one of the first alongside underway refuelings of another ship on 11 Jan 1924. Cuyama fueled the light cruiser uss Omaha and the minesweepers Kingfisher and Tern in calm seas with Cuyama towing Omaha at four knots.

In 1925, the operating force of the Navy consisted of 234 ships. Of these, 75 were support vessels of the Fleet Base Force. By 1940, the Navy had grown to 344 combatants and 120 service ships.

WITH THE ADVENT of World War II, the U. S. Navy in the Pacific was required to operate thousands of miles from the continental U. S. Logistic planning and techniques were, of necessity, developed to a fine art.

When the Fleet moved, so did huge numbers of mobile logistic support ships and craft.

Underway replenishment became an accepted routine—a tactic which kept the Fleet on the go for long periods of time.

By August 1945 the Service Force totaled 2930 ships and craft which supplied the largest Navy the world



ONE STOP SHOPPING by Enterprise and Bainbridge as they refuel and replenish from USS Sacramento (AOE 1). Below: USS Hancock takes her turn.



had ever seen and one which was spread across the entire Pacific Ocean.

In the early 1950s, the Service Force was called again to supply the U. S. Fleet which was operating far from the shores of the U. S. However, the distance from Korea to the nearest supply bases in Japan was only 200 miles, although from there it was another 5000 miles to the United States.

Today, in the Vietnam conflict the supply lines extend some 6300 miles from the United States to bases in the Philippines and an additional 700 to 1000 miles to Vietnam itself.

IN VIETNAM, the contributions of the Service Force have included:

- Furnishing underway logistic services, repairs and supplies to the forces afloat of the Seventh Fleet from Service Force mobile logistic support ships.
- Salvage of ships aground and clearance of damaged ships and other obstructions from the rivers.

- Treatment of wounded at the hospital ashore at Da Nang and affoat in the hospital ship uss Repose (AH 16).
- Hydrographic surveys and production of charts.
- Establishment of communication channels between the operating forces afloat and communications stations ashore through use of a satellite.
- Support of U. S. and other fighting forces ashore in the I Corps tactical zone of Vietnam through the Da Nang Naval Support Activity and its facilities at Chu Lai, Hue, Phu Bai and Dong Ha.
- Development of bases along the coast and the rivers in the Mekong Delta region and the provision of supplies, repair services and other logistic support to naval forces in the II, III and IV Corps areas by the Saigon Naval Support Activity and its detachments.
- Construction of airfields, port facilities and camps, amounting to

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TIME SAVING underway replenishment is demonstrated by USS Mars and USS Yorktown (CVS 10). Below: USS Hornet crewmen receive load of bombs.



more than one million dollars of combat construction per week, by the Seabees.

 Providing ship repairs, supplies, ammunition and other services in the Philippines and Guam.

 As might be expected, the demand for ordnance has increased at an extraordinary rate. Ammunition ships now transfer as much as 11,000 tons of ammunition per month.

operations by the Service Force in Vietnam have only been exceeded during the World War II years of 1944 and 1945.

To keep up with these demands, Service Force personnel has been increased by approximately 40 per cent during the last year and more than 20 ships have been added since early 1965. Since World War II, the concept and techniques used to provide logistic support have continuously advanced. For instance, vertical replenishment by helicopters, the ram-tension highline and the fast automatic shuttle transfer for the speedier delivery of missiles have all been developed since that time.

The Service Force has acquired two multiproduct replenishment ships—uss Sacramento (AOE 1) and Mars (AFS 1) within the last three years. They are designed to provide one-stop service in a variety of products.

However, for the most part, the 117 ships in the Service Force today have seen action in World War II. Only 11 ships now serving with the Force have been built since 1945. Two oilers, uss Cimarron (AO 22) and Platte (AO 24) are among the oldest ships in the Navy. Both were commissioned in 1939 and have been on continuous active duty ever since.

Two of the World War II ships, the gasoline tanker uss *Genesee* (AOG 8) and the landing craft repair ship *Krishna* (ARL 38), have won the Navy Unit Commendation for their work in Vietnam.

Two other Service Force units have also earned the award—uss *Pyro* (AE 24) commissioned in 1956, and the Naval Support Activity Da Nang, activated in October 1965.

SERVICE FORCE facilities keep ships at full operating effectiveness. Here, USS Tecumseh (SSBN 628) enters drydock at Guam. Rt: Refueling in any kind of sea is demonstrated by USS Chemung (AO 30) and USS Hooper (DE 1026).









ON THE MOVE—Navy doctor Glick quickly prepares for surgery. Rt: He passes a comforting word to a patient.

### **Destroyer Doctor**

**D**OCTOR (Lieutenant) John L. Glick, USN, was a blur of motion as he moved from patient to patient, making examinations and issuing orders to the many corpsmen on hand to assist.

Minutes before, LT Glick had been making his rounds in the sick bay aboard the destroyer uss Collett (DD 730). Word was passed over the ship's public address system for the medical officer to report to the flight deck for helo transfer to the guided missile cruiser uss Canberra (CAG 2). As LT Glick grabbed his medical bag and headed aft, he knew he was in for a busy night.

Earlier that afternoon the destroyer uss Keppler (DD 765) had taken a direct hit from a North Vietnamese shore battery, which wounded six men. The two destroyers were with Seventh Fleet ships in Operation Sea Dragon.

Due to limited medical facilities about *Keppler*, the wounded had been transferred to *Canberra*.

In the meantime, a request was sent to Destroyer Squadron 92, embarked in *Collett*, to provide its doctor to aid in the emergency. Within minutes LT Glick was airborne and on his way.

In a medical manner developed through training and experience, LT Glick, and two other Navy doctors, moved from man to man. As the wounded were being treated, decisions were made as to which men would be evacuated later that night for further treatment.

The following day, LT Glick returned to his own ship to carry on his routine medical duties.

Story by Bill Case, JOC, USNPhotos by R. Moeser, JOC, USN



MEDICAL MAN-LT Glick confers with another Navy doctor, checks flow of blood, and (above) calls for transfusion.









SMALL TANKER—Spad refuels faster jet in one of its many jobs. Rt: Spad touches down after completing its mission.



### Ask the Man Who

BEFORE ENROLLING in college, Lieutenant (jg) George Duskin had a job as a truck driver. Sitting behind the wheel of his semitrailer rig, he would hear planes buzzing overhead, and suddenly the cab would be a cockpit. It was a continuous dream through his school years and part-time jobs, until he pinned on a set of Navy wings.

On 7 May 1965, after completing college and pilot training, LTJG Duskin became a Navy flier. He climbed into the cockpit of an A-1 Skyraider, more commonly known as a Spad, and took his first flight. He's been flying them ever since.

"I always wanted to fly a *Spad*," he says. "When I first went up I was too excited to think. But after I calmed down I realized that everything I had heard about the *Spad* was true. It was great."

LTJG Duskin is now serving with

Attack Squadron 52 (VA 52) aboard uss *Ticonderoga* (CVA 14) in Vietnam.

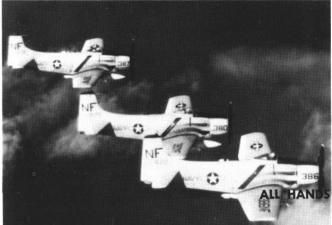
The propeller-driven Skyraider he flies derived its nickname of "Spad" from its resemblance to the World War I aircraft of the same name. It is the oldest attack aircraft in use in Vietnam and has been out of production since 1957. Yet, despite its age, the Spad and the men who fly it are doing as well in Vietnam as they did in Korea and World War II.

The Skyraider can be modified for half a dozen different missions without leaving the hangar deck. One day LTJG Duskin may fly reconnaissance or rescue cover missions. The next day or night, attacks may be made on enemy installations. The plane's versatility goes unquestioned.

Navy Spad pilots in Vietnam have contributed a number of har-

ALL SYSTEMS GO—Sign language is used by catapult crew to ready Skyraider launch. Rt: Three VA-52 Skyraiders fly formation toward enemy targets in North Vietnam. Above: LTJG Duskin signals as he taxis his Spad for takeoff.





rowing and courageous experiences to the perpetual *Spad* tradition. Their acts of valor range from shooting down the latest Soviet-built MIG fighters to crashing out of communist prison camps.

After more than 100 missions over Vietnam, LTJG Duskin has come to know and avidly believe in *Spad* tradition. "*Spad* men are the doers," says Duskin. "They are a tightly knit group—confident, courageous and a little cocky. But they have to be. You never know what's going to happen in a *Spad*.

"A Spad pilot is flying a plane that is several years older than its jet counterparts. He can't climb as

### Flies One

high, cruise as fast, or dive as quickly, so he must compensate with fine airmanship."

As the *Spads* respond, so do the men who fly them. The pilots are responsive to the needs of their squadron and to each other. They work as one coordinated body, with each man relying on the others.

An example of this camaraderie is the freshman pilot who comes to the squadron without combat experience. Veterans like LTJG Duskin spend time with a new man, telling him of varied experiences, volunteering information and pouring out encouragement.

As for the *Spads*, their era is fast coming to an end. From 1945, when a *Spad* set the international load-carrying record, to 1950, when it flew into Korea and was heralded as "the most effective close support airplane in the world," to the versatile missions now being flown in Vietnam, the plane has been the Navy's able dog.

But now there are newer, faster aircraft that will eventually replace the *Spad*. The Vietnam conflict may be the last curtain call for this old crusader.

But Spad pilots like LTJG Duskin will still tell you that they'd rather fight than switch. This is the kind of spirit on which squadrons thrive. The result is the constant high performance record of Spads and Spad pilots in combat over Vietnam.

—Story by R. W. Spayd, JO3, USN Photos by D. L. Reed, PH2, USN



ORDNANCEMEN give big push in effort to load Spad with 2000-pound bomb. Plane's load-carrying capability is especially suited for Vietnam conflict.





SHARING details of mission with roommate, Duskin explains maneuver with hands. Above left: Flight deck crew take final look before launch. Right: Checking flight reports aboard US\$ Ticonderoga is daily routine for Duskin.





SELF-SERVICE department of the Taiwan Navy Exchange features wide aisles and stocked shelves for easy shopping.

### Navy Exchange, Taiwan

Naval personnel in Taiwan may be some 7000 miles from the West Coast of the United States, but there is one area on this island, one of the most beautiful in the world, which is typically American. That is the Exchange which is open to U. S. military personnel and their families.

The Navy is in charge of running this facility. During the past few years, the Navy-run operation has been increasing steadily from the standpoint of services and sales. It does a big job well.

The job of the Navy Exchange is to meet the needs of the approximately 15,000 eligible patrons of Taiwan. To do this, each of 33,000 separate items must be kept simultaneously on the shelf, in the warehouse and on order.

The problem of keeping the shelves of Taiwan's exchanges stocked is not quite the same as it would be in the States. There are no overnight deliveries of out-of-stock items. Because of the large flow of material to Vietnam, time of delivery from West Coast ports to Taiwan has increased from three to five months.

Delayed shipments, however, have not forced the closing of a single outlet. At times, an item shortage does occur. When this happens the item is designated "limited" until a new shipment arrives. This action is designed to keep the item on the shelf and available to patrons as long as possible.

The Taiwan Navy Exchange in its entirety consists of a wide range of retail and service outlets. They include 15 retail stores, six gas stations, 17 cafeterias and snack bars, nine barbershops, five beauty shops, two bake shops, four tailor shops, four personal service centers, three enlisted men's clubs and three mobile canteens.

The Exchange facilities are located on Taiwan wherever there is a major U. S. military installation. The U. S. serviceman is seldom far from a retail store, barbershop, cafeteria, or whatever he needs in the line of exchange services.

These services begin on the northern shore of Taiwan at Keelung, which is the port of entry for all exchange merchandise. From there, the goods are moved south to outlets at Taipei, Taichung, Kung Kuan, Chia Yi, Tainan and Kaohsiung.

Oluanpi, approximately 300 miles away, is the terminal of the Navy Exchange island supply line on the

PHOTO CORNER—An Exchange shopper buys film at the photo counter, a popular stop for Americans who use the camera to record their stay at Taiwan.



28 ALL HANDS

southern tip of the island. Two offshore islands, Kinmen and Matsu, also have exchange outlets and must be kept stocked.

Taipei serves as the headquarters for the island-wide branch outlets. Normally, an exchange operates as a station activity independent of a parent store in the local area. On Taiwan, however, all orders for merchandise are passed through the main office at Taipei.

The Taiwan Navy Exchange also serves five Air Force activities. Taipei, Lin Kou and Chia Yi Air Stations and Tainan and Ching Chuan Kang Air Bases all have Navy Exchange facilities.

Although the 7000 miles separating Taiwan and the United States does at times present delivery problems, the Exchange claims to stock a wider range of goods than may be found in stateside outlets. Overseas requirements are broader in scope and the Exchange carries many items that a U. S. Exchange is not allowed to stock. As a result, the Exchange offers such items as large appliances, a wide selection of clothing, furniture and foreign goods, including cameras, watches, hi-fi equipment and jewelry.

Improvement of services has been a driving force behind the growth of the Exchange during its four years on Taiwan. During 1966, Taipei had a 66 per cent increase in sales over 1965 indicative, says the manager, of improved service. The increase, he feels, was the outcome of modernizing, enlarging or building new Exchange facilities.

At Lin Kou Air Station, a new retail store was established.

The Kaohsiung facilities have been completely remodeled.

A retail store, cafeteria, barber, laundry and dry cleaning and tailor shops were set up at Kung Kuan.

In Tainan, a warehouse was built.

At the main store in Taipei, improvements were made to offer faster service, additional merchandise and a greater convenience to patrons. The Country Store was opened to meet the needs of the Exchange community when the retail store and commissary are closed.

The growth will continue, say the Exchange people, as long as the U. S. military man and his dependents on Taiwan require services the Navy Exchange can provide.



LATEST SOUNDS from the States are available in LPs and pre-recorded tapes. Below: Lady shoppers look for pleasing colors in the yard-goods department.



ON THE GO—The Navy Exchange service station keeps the serviceman's car running with gasoline and oil. Rt: Mechanics at the service station use ready supply of spare parts to keep American cars in good running condition.





# \* \* \* \* TODAY'S NAVY \* \* \*

#### ADM Moorer Takes Helm as Chief of Naval Operations

Admiral Thomas H. Moorer, 55, has been appointed to succeed retiring Admiral David L. McDonald, 60, as Chief of Naval Operations.

ADM Moorer has held some of the Navy's toughest assignments, including the combined CinCLantFlt, CinCLant and SacLant (NATO) job he held just before he moved into the Washington headquarters.

Born in Mount Willing, Ala., on 9 Feb 1912, ADM Moorer graduated from the Naval Academy in 1933. He spent two years aboard the cruisers uss Salt Lake City (CL 25) and New Orleans (CA 32) before he became a naval aviator. (Four of the previous 17 Navy Chiefs were also aviators: FADM E. J. King, ADM F. P. Sherman, ADM G. W. Anderson, and ADM McDonald.)

ADM Moorer first flew with Fighter Squadron One-B based aboard the carriers uss Langley (CVL 27) and Lexington (CVS 16). Then he flew with VF-6 from the deck of the pre-WW II Enterprise (CV 6) before he switched to patrol squadrons in 1939.

When the Japanese bombed Hawaii, the admiral was a PBY Catalina pilot with Patrol Squadron 22 at

> Admiral Thomas H. Moorer, USN New Chief of Naval Operations



Pearl Harbor. Shortly afterward his squadron was flying over the Southwest Pacific in defense of Australia.

It was during the Dutch East Indies campaign in mid-February 1942 that his plane was shot down in flames by Japanese aircraft off the coast of Darwin, Australia. The admiral was rescued, but later that same day the rescue ship was sunk by the enemy. Despite wounds received while engaging the enemy; he led survivors ashore. For this he was awarded the Silver Star in addition to the Purple Heart medal.

ADM Moorer also received a Presidential Unit Citation while with Patron 22, and the Distinguished Flying Cross for heroism while assigned to Patron 101 flying out of Australia.

The war in the Pacific ended for the admiral in July 1942 when he transferred to the United Kingdom as a mining observer for the U. S. Fleet Commander. However, before the year was out, he returned to the air as commanding officer of Bombing Squadron 132 which operated in Cuba and Africa from its base at Key West.

Perhaps his most demanding WW (Continued on page 31)

Admiral David L. McDonald, USN Retiring Chief of Naval Operations



#### Paul Nitze Appointed Deputy Secretary of Defense

The Honorable Paul H. Nitze, Secretary of the Navy since 1963, has moved up to the No. 2 position in the Pentagon as the Deputy Secretary of Defense, following the recent resignation of Cyrus R. Vance.

At the time this issue went to press, there was no announcement as to the selection of his replacement in the Navy's highest civilian assignment, following the tragic death in an aircraft accident of the newly appointed Secretary of the Navy, the Honorable John T. McNaughton

(see next page).

Mr. Nitze, 60, takes with him into the Defense Department's second highest position some 18 years of government experience. A Harvard graduate, he worked with a New York investment banking firm before entering federal service in 1942. Between then and 1953 he held various high government assignments, including several in the State Department. In 1953 he left the government to head the Foreign Service Educational Foundation and to work in association with the Washington Center of Foreign Policy Research of the School of Advanced International Studies of Johns Hopkins University until 1961, when the

Paul H. Nitze
New Deputy Secretary of Defense



President nominated him as Assistant Secretary of Defense for International Security Affairs.

Among steps affecting personnel taken during his tenure as SecNav were increases in basic pay and allowances (both in 1964 and 1965, and work toward a future pay raise), the creation of flight deck hazardous duty pay, beneficial suggestion awards, \$10,000 government life insurance, variable reenlistment bonuses, medicare and the Cold War GI Bill.

One of Mr. Nitze's primary interests was antisubmarine warfare programs. Another basic interest was the aircraft carrier. In this area, he worked for approval of the concept that nuclear propulsion was essential for future CVAs, and that a CVAN should be approved every other year.

The former Secretary also fostered a program that permits multi-year

buying of ships.

A principal SecNav program was the reorganization of all bureaus under CNO. This change developed a single chain of command within the Navy Department.

#### **CNO Change of Command**

(Continued from page 30)

II assignment was as a gunnery and tactical officer on the staff of Commander Air Force, Atlantic. He planned and supervised the development and use of gunnery and ASW tactics, doctrines and training methods. He also supervised many experimental projects and studied enemy tactics and countermeasures. In short, he "... contributed materially to the combat effectiveness of aircraft in antisubmarine warfare ..." according to the citation which accompanied the Legion of Merit he was awarded for his efforts.

From August 1945 until May 1946 ADM Moorer worked with the Strategic Bombing Survey of CNO's office engaged in interrogation of

Japanese officials.

For two years thereafter he served as XO of the Naval Aviation Ordnance Test Station, Chincoteague, Va., before serving aboard the carrier uss *Midway* (CVA 41) and on the staff of Carrier Division Four in the Atlantic. He returned to the laboratory as experimental officer of the Naval Ordance Test Station, Inyokern, Calif.

In the year that followed, the ad-

#### SecNav-Designate McNaughton Dies in Air Crash

The nation joined the U. S. Navy and the Marine Corps in mourning the tragic death of John T. McNaughton who was killed in an airplane accident one week before he was scheduled to assume the office of Secretary of the Navy.

His wife Sarah, and their younger son Theodore, 11, also died in the crash which claimed

a total of 82 lives.

Mr. McNaughton, 45, had been nominated to succeed Paul H. Nitze, Secretary of the Navy since 1963, who had been designated as Deputy Secretary of Defense.

Mr. McNaughton had earlier made his mark in public service as a close co-worker of the Secretary of Defense for nearly seven years before his appointment as SecNav.

Mr. McNaughton was born in Bicknell, Ind., on 21 Nov 1921. Following graduation from college in 1942, Mr. McNaughton served as a lieutenant, U. S. Naval Reserve. He first commanded a gun crew on a merchant ship in the Caribbean and North Atlantic and later served in a DE in the Pacific.

It was in 1951 that as a Rhodes scholar he was granted a B. Litt. degree from Oxford University, England. He had earlier earned an LL. B. degree from Harvard Law School.

Upon returning to the United States he assumed editorship of his family's newspaper, the Pekin (Ill.) Daily Times until 1953.

He was a law professor at Harvard when SecDef picked him in 1961 to be Deputy Assistant Secretary of Defense



John T. McNaughton

(Arms Control). It was his work in this field that led to his appointment as General Counsel for the Department of Defense in 1962.

In 1964, he became Assistant Secretary of Defense for International Security Affairs.

In paying tribute to Mr. Mc-Naughton, the President said:

"For six and one-half arduous and decisive years, John Mc-Naughton served in the highest councils of our Government. His devoted wife served beside him.

"He was soon to become Secretary of the Navy and this adds a special poignancy to his death, for it reminds us again of the rare breadth of his abilities, the selflessness of his great energies and talents, the enormity of the loss suffered by all free men who have found pride and inspiration in John McNaughton's example."

miral was a student at Naval War College, Newport, R.I., then was reassigned to the Atlantic Naval Air Force staff. As a captain in 1955, he was ordered to Washington as Aide to the Assistant Secretary of the Navy for Air. Then he returned to sea as commanding officer of the seaplane tender uss Salisbury Sound (AV 13), and while there was selected for the rank of rear admiral.

After donning his stars, the admiral became a special assistant in the Strategic Plans Division, Office of CNO, and later moved into the position of Assistant Chief of Naval Operations for War Gaming Matters

Returning to the Atlantic Fleet, ADM Moorer commanded Carrier Division Six. He then returned to the Office of CNO, serving as director of Navy's Long Range Objective Group before he was selected for vice admiral in October 1962 and given command of the U. S. Seventh Fleet.

As leader of the 75-ship Far

Eastern U. S. force, he was awarded the Distinguished Service Medal for exceptional service at a time when tensions were increasing in Southeast Asia.

He kept abreast of the Asia problem in his job as Commander in Chief, U. S. Pacific Fleet, which he assumed in June 1964 with the rank of four-star admiral. He held that post until April 1965 when he was appointed by the President to sit behind the three-job desk in Norfolk.

ADM and Mrs. Moorer, the former Carrie Ellen Foy of Eufaula, Ala., have four children.

Admiral McDonald ended a 43year career after two terms as Chief of Naval Operations. A 1928 graduate of the Naval Academy, he became a naval aviator in 1931 and launched a career which included duty in battleships, aircraft carriers and numerous aircraft squadrons.

While air ops officer and XO of uss Essex (CV 9) during WW II, he was awarded the Bronze Star and Presidential Unit Citation.

As his career progressed, his responsibilities became greater. He commanded carriers, a carrier division, the Sixth Fleet. He was Cin-CUSNavEur before he became CNO 1963.

#### Research Merger

Naval ship research received a shot in the arm when the David Taylor Model Basin at Carderock, Md., and the Navy Marine Engineering Laboratory at Annapolis, Md., consolidated to form the Naval Ship Research and Development Center.

The merger will give the Navy its first organization with the physical capabilities and expert opinion to attack structural and propulsion tech-



ENGINEERING "E" hashmark is painted on USS Nicholas (DD 449) by her engineering officer LT W. E. Small.

nical development concepts on the basis of the total ship.

The new center will perform research, development, test and evaluation work in hydrodynamics, structural mechanics, aerodynamics, acoustics, vibrations, mathematical analysis and computer techniques, and marine engineering.

#### Cimarron Celebrates

The Fleet oiler uss Cimarron (AO 22) recently took part in the celebrations commemorating the 25th anniversary of the young Pacific Fleet Service Force.

Young? By Cimarron's reckoning, yes. Three weeks after Servpac's silver anniversary, old-timer Cimarron celebrated her 28th year of continuous commissioned service with the Fleet.

Cimarron apparently wears her

age well. She celebrated her birthday in Pearl Harbor during a short stop on the way to WestPac. During the ceremony, ComServPac praised the venerable oiler for not missing a single commitment in her previous deployments off Vietnam.

#### A River With Punch

Clarion River sounds vaguely like the title of a romantic ballad, but it is in fact the name of an amphibious force rocket firing medium landing ship (LSMR).

Uss Clarion River (LSMR 409) is a World War II ship, launched in 1945 and recommissioned twice. With the shore fire requirements in Vietnam, she was needed again and has served three tours in Southeast Asia.

The ship is well suited for the type of fire support required. She has a shallow draft, can maneuver well in the coastal waters and many rivers, and has operated so close to land that the crew remembers looking straight up a hill. This maneuverability, coupled with her fire-power, makes her ideally suited for the job. The LSMR's main batteries of rocket launchers can deliver as much ordnance per minute as a full gun heavy cruiser or a squadron of four destroyers—for a limited time.

According to the crew, Clarion River has fired more rounds and rockets in combat than any other ship—including the largest cruiser. This fact is related with obvious and justifiable pride by each man.

On any small ship, especially those made to World War II specifications, the crew comforts are not extensive. Working and living spaces are small, while the demands on the crew are large, but these seem to be outweighed by the satisfaction of knowing they are doing an outstanding and much needed job.

At sea, mail call and the evening movie are high points of the day. This amid the pressures of combat firing is anything but luxury, and LSMR duty in Vietnam calls for individual incentive, competence, dedication and pride. Esprit de corps is demonstrated by a current reenlistment rate which the crew claims is unequalled anywhere in the Navy—99 per cent.

Clarion River is known to men ashore who have seen her rocket salvos as "that shootin' ship."

HOMECOMING—Veteran destroyer USS De Haven (DD 727) returns to home port after completing more than two months gunfire support in South Vietnam.



#### New Air School

Thirty-two student naval aviators are now in their third month of studies in the new Naval School of Aeronautical Sciences at NAS Pensacola, Fla.

Volunteers selected on the basis of their above-average scholastic and flight aptitude, these men are working toward higher education which could lead to a master's degree in aeronautical sciences. They represent graduates of many colleges across the nation as well as the Naval Academy.

The long range objectives of the nine-month school are: (1) to develop a cooperative degree program with certain universities where master's degrees may be awarded; (2) to provide the Navy with an educational and research center in fields related to aeronautics; and (3) to encourage naval aviators to continue their careers in the Navy by providing them with the finest in professional aviation education.

Through these objectives, officials hope to qualify certain naval officers whose education would mark them early in their careers as the leaders of the future Navy.

DD Helps Chalk Up a MIG

Recording successful missions on a ship's bridge during wartime was a traditional practice, as it was on victorious aircraft. They became status symbols, of sorts.

With the Vietnam conflict the practice has been started again. Among the ships keeping their chalk-up artists busy is the Hawaii-based destroyer uss *Ernest G. Small* (DDR 838).

Small has on her bridge a symbol that's going to be tough for other DDs to equal. It's the silhouette of a MIG.

That's right. A MIG.

The account of the MIG kill goes something like this, according to *Small's* crew.

While on search and rescue duty in the Gulf of Tonkin during June 1965, *Small's* radar picked up enemy planes rising to meet Navy aircraft conducting a bombing raid near Hanoi.

The destroyer's antiaircraft warfare (AAW) crew alerted a group of Navy propeller driven A-1 Skyraiders and guided them in their intercept. When they came in contact with the enemy jets, the U. S.



REPAIRING LADY—Service Force repair jobs are many and varied. A heavy demand is placed upon USS Markab (AR 23) as six destroyers snuggle close.

pilots scored direct hits on the MIGs with rockets and machinegun fire. As a result, the Navy planes were credited with destruction of the first MIG in the Vietnam war and they shared that honor with the destroyer.

Three members of the AAW team were awarded letters of commendation from the Secretary of the Navy, while the ship's commanding officer received the Bronze Star.

Small, with more than 15 months' duty in Vietnamese waters, has fired over 7000 rounds of 5-inch ammunition in support of troops ashore. Her guns claim 12 Viet Cong killed, 15 junks sunk and more than 200 huts and bunkers destroyed.

Her bridge also displays two Battle Efficiency "Es"—a green "E" representing proficiency in over-all operational excellence, and a white "E" (with two hashmarks), denoting three consecutive years of over-all Weapons Department excellence. Four rows of battle and campaign ribbons further attest to her previous wartime record.

Small is a unit of Destroyer Flotilla Five based at Pearl Harbor.

-Richard Montgomery, JO1, USN

#### Honors for DesRon 32

Shortly after Destroyer Squadron 32 returned from Vietnam duty recently, 70 of its officers and men received decorations and citations.

All eight ships of the squadron

were represented at the awards ceremony held in Norfolk. The ships are: Flagship uss Mullinnix (DD 944), Beale (DD 471), Vogelgesang (DD 862), O'Hare (DD 889), Holder (DD 819), Eugene A. Greene (DD 711), Conway (DD 507), and Stormes (DD 780).

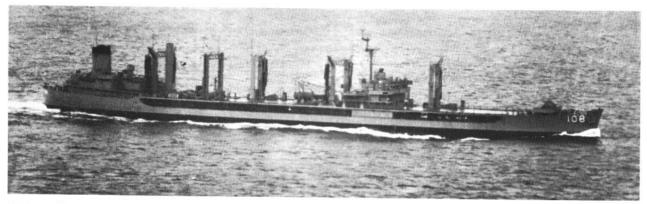
The awards ranged from the Bronze Star to commendations from Commander in Chief, U. S. Pacific Fleet.

Bronze Stars were received by the commanding officers of *Mullinnix* and *Stormes*, and by the commander of the Second Division of Destroyer Division 322.

Thirteen destroyermen received Navy Commendation Medals, 25 received Secretary of the Navy Commendation for Achievement Ribbons, and 29 were cited in letters from CinCPacFlt.

During the squadron's sevenmonth deployment last year in the South China Sea, gunfire from the destroyers' guns was credited with breaking up strong enemy attacks. The ships took under fire nearly 2000 targets upon which they rained 27,000 projectiles.

For this action, the commander of Destroyer Squadron 32 earlier received from the Republic of Vietnam the Cross of Gallantry with Gold Star. This decoration ranks 10th on the list of RVN awards and medals which may be awarded to U. S. servicemen.



NEW JUMBO oiler USS Pawcatuck (AO 108) was recommissioned at Boston Naval Shipyard after 90-foot section was added amidships. Another addition to the new jumbo is a helicopter flightdeck. She is homeported in Mayport, Fla.

Fleet Changes

The ever-changing U. S. Fleet recently welcomed four new arrivals to the club. Two of them are former members. The new ships are uss Sturgeon (SSN 637), and Horne (DLG 30). Rejoining the Fleet from the mothball Navy are the Service Force ships uss Beverly W. Reid (APD 119) and Pawcatuck (AO 108).

• Sturgeon, a nuclear powered attack submarine, was commissioned at Groton, Conn. She is the prototype of a new class of attack subs, measuring 292 feet long and 31 feet wide. She displaces 4100 tons fully loaded. Her armament consists of torpedoes and Subroc.

There have been two other ships of the same name. The second Sturgeon (SS 187) sank nine vessels during her World War II combat patrols.

• The guided missile frigate Horne (DLG 30) was commissioned at San Francisco. A Belknap class frigate, Horne is 547 feet long, has a

beam of 55 feet, and displaces 7930 tons fully loaded.

She carries one 5-inch/54 caliber and two 3-inch/50 caliber guns, *Terrier* missiles, *Asroc*, and torpedoes.

• After 16 months of conversion and modernization, *Pawcatuck* was recommissioned at Boston Naval Shipyard. She had been placed out of commission temporarily for conversion to a jumbo oiler which added a 90-foot long section to her amidships.

Among other improvements evident on the oiler is a helicopter flight deck.

Pawcatuck was originally commissioned in May 1946. She operated with the Atlantic Fleet most of the time, with tours in the Caribbean, North Atlantic and Mediterranean Sea. Her crew has been awarded the Atlantic Fleet Battle Efficiency E award three times. She is now a unit of Service Squadron Four, homeported in Mayport, Fla.

• The high-speed transport uss

Beverly W. Reid (APD 119) was recommissioned at Norfolk, Va., where she had been in mothballs since May 1947.

Originally designated DE 722, Reid was reclassified APD 119 on 17 Jul 1944. She is named for Ensign Beverly W. Reid, who won the Navy Cross during the Battle of Midway, and was reported missing in action 24 Aug 1942.

While these ships were preparing for Fleet membership, two others were getting ready to be taken off the rolls.

• USS Liddle (APD 60) has been decommissioned. The high speed transport was replaced by Beverly W. Reid in simultaneous decommissioning/recommissioning ceremonies at Norfolk, Va.

Liddle was first commissioned DE 206, but was one of the first to undergo conversion to APD in 1944.

She earned battle stars during World War II for her part in the Leyte and Mindanao landings, and Balikpapan operation. Liddle was mothballed on 18 Jun 1946, then returned to the Atlantic Fleet on 27 Oct 1950 where she operated until again decommissioned on 2 Feb 1959. She was recalled to active duty for the last time on 29 Nov 1961.

• The attack transport uss Lenawee (APA 195) also has been decommissioned. Commissioned in 1944, her World War II battles included the invasions of Iwo Jima and Okinawa. She was in Tokyo Bay when the Japanese signed the surrender. Soon afterward she was decommissioned, but returned to duty to support United Nations action in Korea, and was active with the Pacific Fleet until her recent decommissioning.

RETIRED—Attack transport Lenawee (APA 195) is pushed from San Diego pier to begin voyage to Mare Island near San Francisco to be decommissioned.



#### What a Way to Start a Day

If Art was late for work that morning, he had a good excuse. He had taken time out to help rescue seven people stranded on an island off the coast of Vietnam.

The Navy knows Art as Storekeeper First Class Arthur Teartt, assigned to the Naval Supply Depot on Guam. His fellow ham radio operators know him simply as Art, which is their custom.

That Friday morning began like any other morning for Art. He dressed and then sipped the day's first cup of coffee while tuning his radio, which he monitors every morning and evening.

While adjusting the various knobs, Art overheard a conversation between the captain of a distressed ship and two ham operators, who were receiving a weak Mayday call. As Art listened, the hams faded out and a different voice came on the air. Air Force Staff Sergeant Ed Trice on Iwo Jima had also overheard the distress call and now acknowledged.

American marine scientist Thomas C. Kurth, skipper of the schooner *Dante Deo*, requested that Trice contact rescue authorities, saying that his 87-foot ship had a hole in her hull and had washed up on a hidden reef off the coast of Vietnam. Five crewmembers and his six-year-old son were with him aboard the *Dante Deo*.

Sergeant Trice informed Kurth that his only means of contacting help was by teletype, which would be time-consuming. At this point, Art interrupted the conversation and offered his help.

Art called SAR authorities at Anderson Air Force Base, Guam, who relayed the ship's plight to Clark AFB in the Philippines, which passed it to the SAR center at Tun Sun Nut, South Vietnam.

While rescue efforts took shape, Art was in constant contact with Dante Deo, via Sergeant Trice on Iwo Iima.

Tun Sun Nut SAR center dispatched two rescue aircraft to the scene. They contacted a small fishing boat and guided it to the stricken ship. By the time the fishing boat arrived on the scene, *Dante Deo* had put her life rafts in the water.

Satisfied that the rescue was al-



HAMMING IT UP—SK1 Arthur Teartt had a busy morning. Over coffee, he aided rescue operations of shipwreck victims off the coast of Vietnam.

most accomplished, Art signed off with Sergeant Trice and headed for his job at the Naval Supply Depot. His day had gotten off to a good start. —Bill Peterson, JO3, USN

#### Soft Drinks Build School

There's a group of Navymen in Vietnam with a real fluent sense of charity.

They sold soft drinks and placed the \$375 in profits from these sales into a fund that later was used to buy 3000 bricks which eventually were laid in the construction of a one-room schoolhouse.

That's just about as fluent a project as you'll find.

It was initiated by the Freight Terminal Division of the U.S. Naval Support Activity in Da Nang, South Vietnam.

The division sold the cokes to

men working in the headquarters building of the activity. When the sales increased, the idea of a coke fund materialized.

After an appreciable amount of money was collected, the division turned to the local Civic Action Office for donation suggestions. The CAO recommended the funds be donated to a village that was in need of a school building.

#### Inflight Copter Refuelings

uss McKean (DD 784) claims the record for the most inflight helicopter refuelings in a 30-day period. She transferred over 175,000 pounds of JP 5 fuel during 100 refueling operations.

Operating with uss *Henry B. Wilson* (DDG 7), *McKean* acted as gun support ship and helo refueling destroyer during her month-long assignment in the Gulf of Tonkin.

SENIOR MEN Sgt. Major Sweet, USMC, and GMCM Black, USN, meet with VADM W. R. Smedberg, III, USN, (Ret.) during Navy Relief planning session.







COAST WATCHERS—PO3 William A. McMillian logs incoming message at coastal surveillance center, Rt: PO2 Norman A. Buckley monitors teletype message which could help stop infiltration of supplies and Viet Cong.

#### Coastal Surveillance Centers

Along the 1000 miles of south Vietnamese seacoast, there are five coastal surveillance centers. From these centers, communication nerves radiate to the U. S. boats engaged in Operation Market Time and to the Vietnamese Navy's coastal groups. All are devoted to the prevention of the seaborne movement into South Vietnam of the enemy and his supplies.

Navy units of the U. S. task force, along with Vietnamese ships and craft, are fused into one unit through directions they receive from the coastal surveillance centers (CSCs).

When either the U. S. or Vietnamese units sight an enemy craft, its position and description are sent to the CSC. The coastal surveillance center then relays the information and instructions to a ship which is designated the on scene commander (OSC). The OSC assumes command over the units assigned to it and directs the action. While the Market Time units are engaged in the scrap, the OSC maintains continuous contact with the CSC to request additional help, if needed.

The American and Vietnamese electronics technicians at the coastal surveillance centers work on the assumption that an ounce of prevention is worth a pound of cure when it comes to keeping their equipment in working order. Inoperative circuits could easily spell disaster for units engaging the enemy. The technicians are on hand 24 hours a day to see that extensive repairs are never needed.

When the electronic technicians are not actually working on their equipment, they are busy training replacements to step into their shoes when rotation time rolls around.

For the CSC radiomen, there is little or no respite from work, either. Collectively, they, too, are on the job 24 hours a day but, like the electronic technicians, the day is broken into three eight-hour shifts.

While the men are on the job, their noses are kept close to the grindstone—so much so, in fact, that they carry their lunch to work and eat their meals without leaving their radios.

It is a tough job but, thanks to their vigilance, major shipments of war material have been stopped and captured. In short, they are important to the men engaged in Operation Market time.

#### History in the Making

Clete Allen, a retired Navy chief was there back in April 1942, when history was made.

He was present when LCOL Jimmy Doolittle was launched from the deck of uss *Hornet* (CV 8) in an Army Air Corps B-25 bomber to lead the first raid on Tokyo. President Roosevelt announced the raid and that the U. S. bombers flew from a secret base which he called "Shangri La." It was one of the best kept secrets of the war.

Allen was a PO2 on the flight deck of *Hornet* at her commissioning on 21 Oct 1941. Six weeks later the United States was at war.

Here are his recollections of the Shangri La raid:

"My first contact with this mission came in about February 1942, when two B-25 bombers were loaded aboard *Hornet* at Norfolk and we deck launched them in Chesapeake Bay. My job was to observe the point of take-off, to determine the distance needed.

"The launching was successful. Next, we went through the Panama Canal and to Alameda where 16 B-25s were loaded aboard the carrier. Besides these bombers, we had an entire air group of our own planes aboard. To make room for the B-25s, about half the air group planes were dismantled and the pieces swung from the overhead of the hangar deck.

"When *Hornet* was two days out of port, Captain Marc A. Mitscher announced to all hands that the goal of the air mission was Tokyo.

"The launch was to take place 400 miles off the coast, but two small Japanese craft were sighted before the ship reached this position. An escort ship opened fire on the Japanese craft to prevent an alert, but there was the possibility that they had sent a radio message back to Japan, reporting our approach and location."

Thus the 16 bombers were launched about 800 miles from Japan, each plane leaving behind one crewmember and part of its bomb load and carrying instead cans of gasoline in the cabin. The raid left the enemy bewildered, since they believed themselves safe from attack.

It gave U. S. morale a big boost and to that extent was successful. The difference in distance from launch to target left too little gas to reach safety in China, and some aircraft went into the sea and others crashed on the coast of China.

Many of the U. S. crews were captured and imprisoned by the Japanese.

General Jimmy Doolittle and 55 of the original 80 raiders attended the group's silver anniversary reunion at Alameda, earlier this year. It was at Alameda that the mission had begun. Crewmembers of *Hornet* were honored at a banquet that climaxed the reunion.

As for *Hornet*, she was sunk in the battle of Santa Cruz in the Solomon Islands on 26 Oct 1942, just one year and five days after her commissioning.

Clete Allen was on board *Hornet* during that battle, and was picked up by the destroyer uss *Barton* (DD 772) after *Hornet* went down. He served during the rest of the war in other ships and retired from the Navy as an E-7 in December 1963.

He is still serving the Navy, in a manner of speaking, as store manager of a Navy Exchange, at NAS Lemoore, Calif.

#### Tanker from Da Nang

She doesn't give stamps, but if you're thirsty for JP-4, diesel fuel, AvGas, or Mo-Gas, uss *Kishwaukee* (AOG 9) can oblige.

The 310-foot tanker has been on station in South Vietnam since December 1966. She is temporarily attached to Naval Support Activity, Da Nang, where she picks up fuel for her coastal runs to Hue, Dong Ha, and Chu Lai.

Kishwaukee has demonstrated her proficiency in keeping Da Nang's outlying detachments up to full capacity at all times.

Although she's a seagoing tanker, Kishwaukee found Vietnam's monsoon season rough going. But she still delivered. Sometimes she would take on a full load of fuel and make her way to the mouth of the Cau Viet river, 85 miles up the coast from Da Nang. There she would sit for a couple of days, because she couldn't make it through the turbulent river mouth.

She would have to call on the bladder boats. These are *Mike* 8 cargo boats with 10,000-gallon rubber bladders sitting in their cargo space. The *Mikes* would slip alongside *Kishwaukee*, and about 13 minutes later the bladders would be full.

Kishwaukee's crew found that the



TOPPING OFF—The busy oiler USS Kishwaukee (AOG 9) takes on a load of fuel at Da Nang before getting underway to refuel Support Activity outposts.

fastest way to refuel the outlying stations is the new floating hose method. A four-inch hose is run out to sea about 15,000 yards from the outpost fuel tanks. Its outboard end is attached to a buoy.

When the tanker gets to the buoy, she sets her anchors and hooks up to the hose. In a matter of minutes the fuel is on its way to shore. Refuel-



SEABEE QUEEN Eileen Beatty cuts cake with Rear Admiral R. G. Burke of New York Naval Militia during 3rd Naval District military ball.

ing operations using this method can put ashore as much as 150,000 gallons of fuel a day.

The tanker's average gas run takes from five to six days. When it's over, she spends two days steaming back to Da Nang to top off.

#### Hoa Phu's Party

A party for the people of Hoa Phu climaxed six months of assistance given by Mobile Construction Battalion Nine to the people of the little village near Da Nang, Vietnam.

For the villagers, it was a swinging occasion with floor show (local citizens dancing their version of rock and roll to the music of the battalion's combo) and a superb banquet—roast pig forming part of the menu.

For the kids, it meant toys and gifts, and for everyone it provided a chance to relax in the sunshine.

Civic action work in the hamlet began when Lieutenant Harvey M. Henry, MC, USNR, the battalion medical officer, treated an injured boy and took him down a narrow path to his home. At the end of the path the doctor discovered a hamlet with about 2000 residents. That was the beginning of medical and dental assistance, which still continues.

The Seabees have spent much of their spare time working on an access road and on other improvement projects, including a footbridge and a medical clinic building.



ON ITS LEGS—The hydofoil Sea Legs skims the water of New York Harbor testing a new wave height sensing device which gives the craft a smooth ride.

#### How High the Sea?

Measuring the state of the sea is now possible with more accurate wave height sensing devices being developed for the Navy.

A number of test models have been built. A series of successful tests has been conducted; the most recent was concluded at the Naval Ship Research and Development Center in Washington, D. C.

Other advanced work in height sensing systems using infrared light, laser light and other optical devices, is underway.

Radar height sensors have proven themselves useful in a number of Navy activities including smoothing the "flight" of hydrofoil boats and recording wave heights and tidal movements.

The sensor is mounted on the bow of "submerged foil" hydrofoil vessels and functions as a low-altitude altimeter. The radar information enables the submerged foils to rise and fall to smooth the hydrofoil craft's ride much as tires, springs and shock absorbers react to smooth an automobile's travel over a bumpy road.

Two major tests of the system have been conducted. A bow-mounted platform was attached to a hydrofoil for a month-long series of evaluations in New York Harbor. Wave heights of up to four feet were negotiated smoothly and with good control.

In a second test, the Naval

Oceanographic Office mounted the device on the Argus Island research tower in the Atlantic near Bermuda to gather data on wave heights. Eight-foot waves were recorded.

Studies of weather forecasts, ocean patterns and tidal charts are possible with the use of a worldwide network of wave height sensors installed on docks, piers and oil drilling and oceanographic research towers.

#### Welcome Home Daddy

A pier crane is an unlovely, awkward-looking steel giant. Two pier cranes, on the other hand, are a beautiful sight—if there is a banner strung between them which reads "Welcome Home, Daddy."

Navymen of many units returning from Far East deployments have delighted in similar welcomes recently.

- Three San Diego-based amphibious ships returned from nine months in WestPac. uss *Union* (AKA 106), *Washburn* (AKA 108), and *Bexar* (APA 237) spent a lot of their overseas time transporting Marines.
- Also returning to San Diego was the dock landing ship USS Comstock (LSD 19). During a sevenmonth deployment, Comstock spent the majority of her time in Vietnamese waters where she anchored at Da Nang, Vung Tau, Qui Nhon, Nha Trang, and Cam Ran Bay.

Her assignments ranged from lifting supplies and loading troops along the coast of South Vietnam, to acting as a support ship for Operation Game Warden.

A few months ago, Comstock transported a disabled communist Chinese junk from South Vietnamese waters to Hong Kong, where it was to be returned to the Chinese.

Among submarine force vessels,
 uss Ronquil (SS 396) and the submarine rescue ship Florikan (ASR
 9) returned to San Diego from WestPac deployments

Florikan's homeward journey was delayed when she stopped in mid-Pacific to assist the stricken Liberian merchant ship ss Teh Ho. Florikan sent an assistance team aboard to help repair the ship, then remained with her until a commercial tug arrived.

Ronquil had been in the Far East for seven months. She covered more than 30,000 miles while operating with the Seventh Fleet.

 More than 700 Seabees of U. S. Naval Mobile Construction Battalion
 Six returned from eight months in Da Nang. Their home base is Davisville, R. I.

One of the first projects assigned to the battalion when it arrived in Vietnam was to complete a 314-foot pier.

The battalion also helped build several miles of new roads leading to the Da Nang complex.

During the tour the Seabees built enough combat huts to house 12,000 Marines and poured 10,000 cubic yards of concrete.

Civic action played an important part in the battalion's tour.

The battalion's medical department made regular visits to the surrounding villages and treated some 11,000 Vietnamese.

Special detachments from MCB Six built wooden huts and installed portable generators for isolated Marine and Army units outside of the Da Nang area.

• The destroyer uss De Haven (DD 727) returned to her home port, Yokosuka, Japan, after two months of gunfire support for troops in South Vietnam. While in the combat zone she fired over 7000 rounds of 5-inch/38 caliber ammunition. Her total number of rounds fired during the Vietnam action now stands at over 19,000.





# Family Cruise, Estes Style

WHEN USS Estes (AGC 12) sailed from San Diego to the Puget Sound Naval Shipyard at Bremerton, Wash., 40 of the crew's dependents and 25 family cars went with her.

Estes had recently returned from the Western Pacific where she had been deployed with the Seventh Fleet for seven months. For fathers whose children were aboard, the dependents' cruise provided a fine opportunity to become reacquainted. For the kids, it was a good chance to see how Dad runs the ship while he's at sea.

The 21 Estes families were berthed in the staff officers' compartments. A Navy nurse from Balboa Naval Hospital at San Diego provided necessary medical services.

When Estes arrived at Bremerton, kids, wives and cars were put ashore and the ship's families set up temporary housekeeping in units provided for them.

After AGC-12 completes her three-month overhaul, Estes families will board for return to San Diego.

Clockwise from Top Left: (1) Senior Chief Quartermaster Robert J. Bly instructs his wife in semaphore on windy deck. (2) Janie Bishop, daughter of Chief Radioman Jerry Bishop, helps Seaman Apprentice Larry Martin at the helm. (3) Chief Commissaryman and Mrs. James D. Brinkley, slide tray of salisbury steaks into oven aboard uss Estes. (4) Sons of LT Robert P. Cushing fire at make-believe air targets during dependents' cruise. (5) Jacqualine Bishop, daughter of J. H. Bishop, RMC, mans lee helm of Estes. (6) Quartermaster Second Class Richard G. Little, USN, shows wife how to shoot the sun.







**AUGUST 1967** 

# SERVICESCOPE

Brief news items about other branches of the armed services.



WET AND MUDDY—Ever-present rice paddies welcome 199th Light Infantry as they wade in search of VC.

A TINY BUT SENSITIVE gyroscope is being tested by the Air Force. It is called DART (for Dual Axis Rate Transducer).

The little instrument is expected to stabilize aircraft, missiles and space reentry vehicles. It may also be used to drive cockpit indicators and provide mid-course guidance and control for missiles.

DART is shock resistant and so small it can easily be held in the palm of a man's hand. Because it is small, several can be installed in a single system. If one gyroscope fails, a second or third would serve as a backup.

The gyroscope's heart is a half-inch sphere filled with mercury and an assembly of crystal sensing rods. When an aircraft or missile changes direction, the mercury activates the rods which send impulses through wires to auxiliary electric equipment.

The gyro's sphere is suspended on ball bearings and rotates at 24,000 revolutions per minute. Speed is maintained by a tiny electric motor which operates in the same housing as the gyro on regular aircraft current.

Testing is expected to continue through the summer and possibly into the fall. DART is a joint project of two laboratories of the Air Force Systems Command's Research and Technology Division.

\* \* \*

A TECHNIQUE for making aerial maps of areas continually covered by clouds has been developed by the Army. The cloud-covered area is first recorded on radar-photographs and later converted to topographic maps.

The new system was tested over a portion of southeast Panama and northwest Colombia. Because these sections are always under a dense cloud cover, previous efforts to obtain the photographs needed for mapmaking were unsuccessful.

Radar mapping of the area was begun in January

of this year, and was completed in about one month. The photographs were used to make a large radar mosaic, from which the Army is now making 1 to 250,000 scale topographic maps.

The maps should be available by October. They will cover an area of 6600 square miles.

\* \* \*

New refueling trucks are being delivered to U. S. Air Force units in the United States and overseas. The new trucks are longer and lower than those they are replacing and are designed for airlifting in C-130 and C-141 transport aircraft.

The use of an overhead fill stand is unnecessary because the new model can be filled by pressure from a fuel hydrant. The unit shuts off automatically when the tank is filled.

The truck engine operates the refueling pump which provides a flow rate up to 600 gallons per minute. A standby 110-volt AC winterization system simplifies engine starts and ensures operation at temperatures as low as 65 degrees below zero F.

The new refueler is only 105 inches high—about three feet lower than trucks previously in use. However, it loses none of the 5000-gallon capacity of its predecessor, because the length was increased from 31 to 33 feet. The width remains the same—102 inches.

\* \* \*

THE ARMY PLANS to expand its ROTC program. As many as 30 new units may be established between now and July 1969.

At present, the Army Reserve Officer Training Corps program is available to students on 247 college and university campuses. There are units in all 50 states, in Puerto Rico, and in the District of Columbia.

More than 150 schools have asked to be included in the program.

The college level ROTC program provides military training which qualifies students for an officer's commission in either the Regular Army or the Army Reserve.

FUN AND GAMES—Mobile recreation kits for isolated units are being tested by Army for soldiers in Vietnam.





INFANTRYMEN fire 81mm mortar at Cong emplacements.

AIRPLANE WINGS made of glass fibers held together with plastic may be in the Air Force's future.

A 40-square-foot wing section is being built which, according to test engineers, will have three times the strength and one-third the weight of an aluminum wing. It will, the engineers say, enable a plane to fly farther, carry more weight and maneuver more easily.

The glass-plastic wing, however, isn't expected to compete with structures made from stiffer composites—simply to demonstrate the usefulness of lightweight materials in parts where stiffness is less critical.

The wing is being designed to use the glass-reinforced plastic to best advantage in meeting the operational stress levels of aircraft. This is done by aligning the fibers in the directions in which stresses occur.

Continuous fibers supply the strength of structural spars, ribs and skin. The yarn-like glass strands used in the material are formed by twisting together about 4000 smaller glass filaments and treating them with an epoxy resin.

Building a wing by the winding technique is expected to be much less expensive and more simple than conventional manufacturing methods.

Before the research program ends in May 1968, the Air Force will consider using glass materials in other, and perhaps larger, aircraft structures.

\* \* \*

THE FIRST OF 300 Marine Corps student pilots began flight training with the Air Force in June.

The training, part of a stepped-up pilot program, should produce annually an additional 100 aviators for the Corps. The Corps expects to receive 673 Marine pilots in FY 1969 through the Naval Air Training Command.

Marine Corps students, all commissioned officers, will enter AF flight training every six weeks at USAF Air Training Command undergraduate pilot training bases. The trainees are to receive the regular 53-week AF flight course including 30 hours training in the T-41, 90 hours in the T-37 and 120 hours in the T-38. In addition, students will undergo 593 hours of academic and officer training.

After graduation, the Marine pilots will be assigned to Marine operational units and will be checked out in Corps aircraft, weapons delivery and aircraft carrier landing procedures.

\* \* \*

CHIEF MASTER SERGEANT Paul W. Airey has been installed in Washington, D. C., as Chief Master Sergeant of the United States Air Force. Sergeant Airey was the Air Defense nominee for the newly created position.

The new Air Force Chief Master Sergeant is a veteran of more than 24 years of military service. He has been awarded the Legion of Merit, the Air Medal with Oak Leaf Cluster and the Army and Air Force Commendation Medals.

During World War II, Sergeant Airey was an aerial gunner in a B-24. He was credited with 28 combat missions during World War II before he was forced to bail out of a flak-damaged plane. He was a prisoner of war in Germany from July 1944 to May 1945.

Sergeant Airey was chosen from among 2200 senior Air Force noncommissioned officers. He will serve in Washington on the personal staff of General John P. McConnell, Chief of Staff, U. S. Air Force.

\* \* \*

THE AIR FORCE unleashed a squadron of *Dragon*-ships against the Viet Cong last year and has received nothing but praise for the performance of the modified C-47 transport.

The secret to the success of their AC-47 is a new compact, quick-firing, gatling-type machine gun used to support ground forces in South Vietnam.

Known informally as a mini-gun, the weapon is fired through gunports in the side of the *Dragon*-ship. Its firepower is far from "mini," however, as three of the six-barreled guns have a combined rate of fire of 18,000 rounds per minute.

The new models have an electrically powered reloading system and a greater ammunition capacity than the guns they replaced.

HOOKUP—Crewmen connect chopper and 150mm howitzer, which will be carried externally on flight in Vietnam.



# THE WORD

# Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

◆ TUITION LIMIT REMOVED— The former cash limitation on tuition aid has been removed. The Navy will now pay 75 per cent of the tuition for each semester hour (or equivalent in quarter hours), regardless of total cost.

The limit was removed 1 Jul 1967. The announcement came in Department of Defense Directive 1322.8.

As before, however, the Navy will not furnish tuition assistance for more than seven semester hours during any given semester.

The change brings tuition aid into line with rising education costs. Noncommissioned officers are being encouraged to earn at least an associate degree (which requires two years of study), and commissioned officers are encouraged to earn a baccalaureate degree.

The priority policies which apply to tuition aid have not changed. Navymen who are not eligible to receive educational benefits from the Veterans Administration (that is, through the GI Bill), and who are career designated, have the first priority. Second are those who are not eligible for VA benefits and who are not career designated. All others are priority three.

Enlisted men need not incur obligated service to take advantage of tuition aid. Commissioned officers, however, must agree to remain on active duty for at least two years after they complete the course.

#### EDUCATIONAL COUNSELING

-In the future, Navymen will receive a greater amount of educational counseling. When reporting to his first duty station, the new Navyman will be interviewed by a member of the unit's educational staff.

His educational background will be reviewed and he will be counseled on his educational development. He will be fully informed of educational opportunities available in the Navy, including methods of securing credit from civilian educational institutions for military schooling and experience.

Within 30 days after assignment to a new duty station each individual will be interviewed and will be advised of the educational opportunities available at that station.

• UNIFORM REGS—The conditions under which the uniform may be worn by honorably discharged Navymen who served during wartime are described in Article 1126 of the U. S. Navy Uniform Regulations. However, it was not entirely clear whether military actions such as Vietnam were considered to be war insofar as the uniform privilege was concerned.

BuPers Notice 1020 of 12 May 1967 dispels any doubt that the regulations do apply to Vietnam veterans. The Notice specifies that the uniform may be worn under specified conditions by any person who served honorably in the Navy during a time of war, whether declared or not.

◆ 1968 QUALS MANUAL—Having just published change two to the Manual of Qualifications for Advancement in Rating (NavPers 180-68B), BuPers has begun working on change three. The change is scheduled for publication next year, in June.

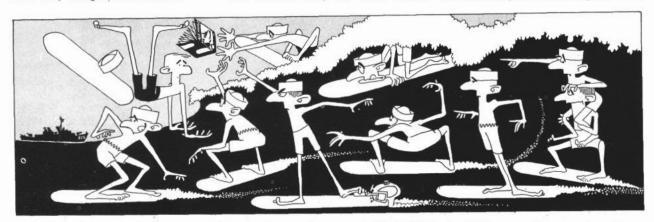
Ratings under consideration for a quals change in 1968 include QM, SM, DS, IM, OM, YN, PC, PN, DP, JO, EN, EM, IC, EA, EO, CM, BU, SW, CN, AG, PH, PT, and AN.

Questionnaires have been mailed to selected commands, soliciting comments on the adequacy of advancement qualifications under review. Other commands are being visited by BuPers researchers, who will collect data that can best be obtained through personal contacts.

• FLIGHT SUITS—Any aviator who has found himself uncomfortably festooned with parachutes, life preservers and other survival gear can take heart. The Naval Air Systems Command has produced two new flight suits designed to reduce bulk and to eliminate discomfort. The garments are being evaluated by Fleet units at the present time.

The suits are called TRAIF (for Torso Restraint Assembly with Integrated Flotation) and FSIF (for Fight Suit with Integrated Flotation).

TRAIF combines the features of a parachute restraint torso harness, a survival vest and a life preserver into a single garment. It is intended for use in ejection seat type aircraft



DON'T WIPE OUT before "hang ten." Remember, each copy of ALL HANDS should be passed on to nine others.

#### Military Benefits Add Up To Annual Savings

Military benefits from commissaries, exchanges and medical services add up to a sizable annual savings for the Navy family.

This fact was revealed recently through a DOD compensation study report which compared civilian and military income with attendant benefits.

Here's what the study group discovered:

 Commissary prices run about 36 per cent below commercial groceries. Annual savings for servicemen using their commissaries range from \$57 to \$416.

• Exchange prices average about 29 per cent less than those of commercial outlets. Annual savings range from \$33 to \$509.

 Annual savings realized by servicemen who use their military medical benefits program range from \$94 to \$517 or higher.

Medical care, it was stated, is perhaps worth more to the retired person than the man on active duty, as older people are apt to suffer illness more frequently.

and other planes in which torso restraint harness is worn.

The idea behind TRAIF is to reduce bulk and to eliminate discomfort to the pilot. At the same time, TRAIF seeks to provide the pilot with a better than average ability to float.

The FSIF assembly combines the features of a summer flying coverall, a survival vest and a life preserver into a single garment. It is intended for use in planes where a life preserver and the standard parachute harness are worn.

The FSIF is designed to be compatible with the standard harness in such a manner that the flotation bladder can be inflated without restriction from the harness. The harness can then be released and taken off without interference from the inflation bladder or other survival equipment.

Like TRAIF, FSIF is designed to keep the downed pilot afloat. It will also have survival equipment pockets to reduce bulk and relieve the discomfort of pilots who now fly with layers of separate safety and survival equipment components. • OPEN RATES—The Chief of Naval Personnel has issued a new list of open rates in which Reservists who do not have an active duty obligation may volunteer for recall to active duty. The list appeared in Change Four to BuPers Inst 1130.4I.

0.750	
BMC, 1	ASE3
QM1, 2, 3	ASH3
SM2, 3	ASM3
GMG3	DPCM, CS, C, 1
DC1, 2, 3	PT1
RM2, 3	CS3
RD2, 3	MU3
ST1	BUC, 1
STG2, 3	BUH2, 3
STS2, 3	BUR2, 3
EN2, 3	CUCM, EACS, C, 1
TM3	EAD2
MN3	EO1
-AO2, 3	EOH2, 3
FTGC, 1, 2	EON2, 3
FTM3	CUCM, SWCS, C, 1
AQC, 1	SWE2, 3
AQB2	SWF2
AQF2, 3	CE1
ETCS, C, 1	CEP2, 3
ETN2	CES2
ETR3	CET2
ATN3	UTI
ATR2, 3	UTA2
DSCS, C, 1, 3	UTB2, 3
EM3	UTW2, 3
AE3	EQCM, CMCS, C, 1
IC1, 2	CMA2
BT2, 3	CMH2, 3
BR1	CTIC, 1, 2, 3
SFM2, 3	CTMC, 1, 2
SFP2, 3	CTO1, 2
AME3	CTR1, 2
<b>АМН3</b>	CTTC, 1, 2, 3
AMS3	CYN3
PM1, 2	Non-rated: SN, SA, SR,
OM3	FN, FA, FR, CN, CA,
ABE1, 2	CR, AN, AA, AR, TN
AG3	TA, and TR.
AC3	

• OFFICER SPONSORS — The Naval Air and Ordnance Systems Commands recently received the names of 406 naval officers for whom the commands will serve as specialty sponsors.

Such sponsorships are assigned to commands on the basis of their special interest, knowledge or technical competence with relation to the sponsored designator.

As specialty sponsors, CNASC advises restricted line aeronautical engineering duty officers, whereas CNOSC sponsors ordnance engineering duty officers in such matters as training, special education programs, and career development methods.

These commands also act as advisers in the unrestricted line officer subspecialty areas relating to their areas of interest. In this capacity, they advise CNO and Bupers of subspecialty billet requirements, criteria for identification of subspecialists, postgraduate school curricula and billet descriptions within the subspecialty areas of their command.

#### **NOW HERE'S THIS**

### Navy Wives Clubs

The Navy takes care of its own and so do Navy wives. They have been helping Navy families since their incorporation in 1936 as the Navy Wives Clubs of America.

The wives of Navymen have been following a program of social, welfare and educational activities through which they promote the Navy and extend friendship and aid to its families.

For example, when a new family moves into an area, the Navy Wives Club is there to lend a hand if the newcomers need help getting settled. When the newly arrived Navy wife attends the club's meetings, she is suddenly among friends.

The wives make themselves useful in community work by volunteering for Navy Relief and Red Cross activities, staffing station nurseries, assisting needy service and veterans' families, visiting hospitals and helping patients.

One of the more important activities sponsored by the Navy wives is their support of the Navy Wives Clubs of America Scholarship Foundation.

This fund makes possible nine \$400 awards each year to assist the children of enlisted men of the Navy, Marine Corps and Coast Guard in taking college or vocational training work. Much of the clubs' money-raising effort is directed toward supporting this foundation.

The Navy Wives Clubs throughout the world stands behind the Navy and its families. It might also be said that the Navy stands behind the Navy Wives Clubs. The Chief of Naval Personnel, for instance, encourages strong and effective local organizations so the club can continue making its valuable contributions to Navy life and morale.



# THE BULLETIN BUARD

# For a Better Navy: Another Look at the Record

AST SUMMER, ALL HANDS published a list of developments in the personnel field which had enhanced the Navyman's career over the past few years. Since then, many more revisions have been made to improve conditions for the career Navyman.

There is still room for improvement, of course, but the latest list of career-enhancing developments is impressive. Here's a recap of the Navy's continuing efforts in this area.

Pay and Allowances

The starting point for any discussion of increased benefits must, inevitably, be money. Navymen, like everybody else, are intensely interested in the subject. The latest benefits in this category are refinements or revisions of the programs already in effect. Navymen have, as you know, been reaping the benefits of the pay bills of 1963, 1964, and 1965, which together substantially increased the basic pay over what it was a few years ago.

For instance, the monthly pay for a PO3 with over two years of service increased from \$150 in 1962 to \$204.90; for a first class with over four years from \$225 to \$295.80; for a lieutenant with over four years from \$415 to \$565.20; and for a commander with over 10 from \$560 to \$706.20.

Other actions by Congress which helped improve the pay picture included the establishment of Flight Deck Hazardous Duty Pay, Beneficial Suggestion Awards, and the Variable Reenlistment Bonus.

An important pay improvement in the last year was the expansion of the variable reenlistment bonus program. When the VRB was authorized as part of the 1965 Pay Act, 24 ratings and one NEC were included in the eligibility list.

The list now includes 42 ratings. At the same time, many ratings have been moved up to higher multiples. In short, not only are more men eligible for VRB-the average payment is higher. (See ALL HANDS,

July 1966, page 48 for details.)

Many Navymen now receive extra pay as a result of a change to the basic specialty pay instruction which became effective in July 1966.

Recruiter canvassers and recruit company commanders assigned to recruit training commands were authorized \$30 per month superior performance pay.

Three new categories were also added to the pro pay lists. For a complete report, see ALL HANDS,

October 1966, page 63.

Another monetary benefit came about as a result of the Military Construction Act for Fiscal Year 1967. The new law provides that rental for family quarters designated other than public quarters may not exceed 75 per cent of a man's BAQ allowance. See ALL HANDS, December 1966, page 53.

#### Medical Care

Closely related to the subject of money is the topic of medical care for dependents. Not that it puts money in the pocket, of course, but along with other fringe benefits, it helps keep it there.

Medicare, as you know, has been around for quite some time. And it has paid many a Navy dependent's bill at a civilian hospital when no uniformed services facility was avail-

In late 1966 the Dependent's Medical Care Act was amended to enlarge the coverage of the original act. Under these amendments, most of which were reported in the December 1966 issue of ALL HANDS, more and better services became available for dependents of service personnel.

The main benefits provided by the amendments were:

- Outpatient and inpatient care for dependents of Navymen in civilian facilities on a cost-deductible basis.
- Civilian outpatient and inpatient care for retirees and their depend-
- •Care in Veterans Administration facilities for retired Navymen on a space available basis.
- Civilian care and training for physically handicapped and mentally retarded dependents.
- Programing of space for retired Navymen and their dependents in new construction of military medical facilities.
  - Family planning services.

For a complete rundown on Medical Care for your Dependents, see ALL HANDS, April 1967, page 46.

#### Education

The education picture has brightened considerably in the past year.

The Cold War GI Bill became effective in June 1966, and it contains an excellent education package within it. The benefit consists of a monthly educational allowance paid on the basis of one month of financial assistance for each month of active service.

Unlike previous GI bills, the new law permits personnel who have served on active duty for two years to use the educational benefits while still on active duty.

Although it has been around for some time, the Tuition Aid Program deserves mention here, because of a recent change in the maximum

ENS P. O. McVay, USNR



"Say, Harry—this fellah just checked into V-2 division, and they sent him down to get some arresting gear."

amount the government will pay towards a Navyman's part-time education. Formerly, a student could receive 75 per cent of his tuition cost, except that the amount paid by the government could not exceed \$14.25 per semester hour. The new rules drop the dollar limit. The government will now pay a flat 75 per cent of the cost.

Another program which has been expanded is PACE, which stands for Program for Afloat College Education. Formerly, PACE was made available only to Polaris crews, and became known as the Polaris university. Now, it is being offered to crewmen aboard an increasing number of surface ships. In addition to the Polarismen, other PACEmakers include the crewmen aboard uss Constellation (CVA 64), Boston (CAG 1), Galveston (CLG 3), Canberra CAG 2), Mahan (DLG 11), Piedmont (AD 17), Cascade (AD 16), Little Rock (CLG 4), Providence (CLG 6), Ticonderoga (CVA 14), and Hornet (CVS 12).

A plan to send well qualified petty officers through two years of specialized study at selected junior colleges is now under study by the Bureau.

Called the Associate Degree Completion Program, it was yet another recommendation of the SecNav Task Force on Personnel Retention. This fall, the second group of 75 petty officers chosen to participate will be enrolling in junior college. The schools taking part in the pilot program are Wentworth Institute, Boston, Mass.; Mount San Antonio College, Walnut, Calif.; and Palomar College, San Marcos, Calif. Approximately 25 Navymen are enrolled in each school.

Again, this is a pilot program, and it has not been completely evaluated by the Bureau. Obviously, the first group has not had time to complete the two years' study as yet.

For a comprehensive roundup of educational opportunities available to Navymen, see All Hands, October 1966, page 54.

#### Vietnam

Recent rule changes have been designed to make the Vietnam-based Navyman's job easier to take. Here, in brief terms, are some of the special considerations given to Navy-

men who serve in the Vietnam conflict zone. Some of them, of course, are not new.

- Extra pay—If you are serving in the combat zone, you are entitled to hostile fire pay, family separation allowance, and foreign duty pay.
- •Relocation of dependents—If you are stationed in CONUS when you receive orders to Vietnam, the Navy will ship your family and household effects from your stateside duty station to any place in CONUS. If you are overseas when you receive Vietnam orders, the Navy will send them almost anywhere in the world.
- Field advancements—The commanding officer or officer in charge of your Vietnam-based unit can au-

thorize field advancement for you if, due to operating conditions, you are unable to prepare adequately for the Navy-wide competitive examinations.

- Tax exemption—If you are enlisted or a warrant officer, your pay while in the combat zone is not taxed. If you are an officer, the first 500 dollars of your monthly pay is tax free
- Free postage—your outgoing mail from the combat zone is airmailed free of charge. Your incoming mail, is also airlifted on a space available basis
- •Savings deposits—you may deposit up to \$10,000 while you are overseas, and be paid 10 per cent

## WHAT'S IN A NAME

### World's First Polaris Squadron

Submarine Squadron 14, the world's first Polaris Squadron, was established on 1 Jul 1958. Captain Norvell G. Ward was the first squadron commander. One year later USS George Washington (SSBN 598) was launched to become the squadron's first submarine.

The first 20 months of the squadron's existence were spent in the Pentagon, transforming the Polaris concept into fact. On 15 Feb 1960, the squadron moved to Norfolk, Va., to work with the Fleet Commander on operational planning for Polaris at sea.

SubRon 14 moved to New London, Conn., in September of 1960 and George Washington departed on the first Polaris patrol shortly thereafter.

USS Proteus (AS 19), a converted conventional submarine tender, became the first FBM tender. On 21 Jan 1961 Washington returned from patrol and became the first SSBN to undergo refit alongside the tender.

After Washington's departure for her

second patrol, Proteus sailed for the squadron's new home in Holy Loch, Scotland. She arrived in Holy Loch on 3 Mar 1961 and a week later Patrick Henry entered the Loch to begin the first SSBN refit in foreign waters.

USS Ethan Allen (SSBN 608), lead ship for the second generation of FBM submarines, arrived in May of 1962. On 9 Jan 1963 USS Hunley (AS 31) arrived in Holy Loch to relieve Proteus.

USS John Adams (SSBN 620) became the 11th SSBN and the first of the Lafayette class to join Squadron Fourteen in January 1965. This made another Polaris first, as the squadron was now handling three different classes of SSBNs at the same time.

USS Simon Lake (AS 33) has relieved Hunley as a Polaris support ship.

The insignia of Submarine Squadron 14 symbolizes the theme of the Polaris Program: "Polaris for Peace." The late President John F. Kennedy once said that "The main purpose of our arms is peace, not war"—and Polaris serves as a powerful deterrent to world war.

The setting of the squadron's insignla is a mock-up of the globe showing the Polaris missile pointing upward, symbolizing its power to strike any potential enemy of the free world. The Polaris submarine is depicted stretching across the world, emphasizing the fact that these submarines are constantly on patrol. A blue and gold color scheme represents the two-crew concept used in the Polaris program which provides the Polaris submarine with an ever-ready capability.



interest on your savings, as a result of the Savings Deposit Act of 14 Aug 1966.

• Special leave—If you extend your one-year Vietnam tour by six months or more, you are entitled to 30 days' nonchargeable leave. The government will also transport you almost anywhere in the world to spend your vacation.

• Duty options—When you are ready to leave the combat zone, you get your choice of upcoming duty stations. If it's shore duty you are after, though, you must be eligible for Seavey. If not, you still get your choice of fleets, or priority consideration for overseas duty, or advanced schooling.

For more complete information about special considerations for Vietnam duty, see ALL HANDS, July 1967.

#### Miscellaneous

Other improvements over the past year do not fit neatly into a category. As in so many cases of improvement of the Navy lot, many of them are a direct result of the Retention Task Force's recommendations. Here are a few of them: ENS P. O. McVay, USNR



"OOD, ease the rudder a little."

• Rating control—Because of the high quality of distribution attained by the Navy as a result of Rating Control, the system has been expanded each year since it began in 1963 to include more ratings—23 ratings to date.

Now taking advantage of the rat-

ing control system, which has been able to place 95 out of every 100 men in billets which suited them precisely, are Navymen in the following ratings: FT, GM, ST, ET, DS, RD, RM, AX, AT, PT, AE, AQ, PH, MA, TD, AB, AM, PR, AZ, AO, AD, HM, and DT.

• Family Services Centers—
Throughout the shore establishment,
46 family services centers have been
set up, with their primary mission
helping Navy families with problems. The centers can provide invaluable assistance to a newly arriving Navy family concerning what
to expect at their new duty station—and much more. See ALL HANDS,
October 1966, page 60.

• Transient Accommodations — One of the biggest problems to a Navyman and his family at a new duty station is a place to sleep temporarily until permanent housing is found. Several Navy commands have established transient accommodations to help alleviate this problem.

Incoming enlisted Navy families are offered motel-like accommodations for their first days in a new location to help take the strain off the old pocketbook.

Here are the commands which have transient accommodations.

#### **Guest Houses**

NTC, Bainbridge, Md.
NAS, Jacksonville, Fla.
NAAS, Whiting Field, Fla.
NAS, Grosse Ile, Mich.
NS, San Juan, Puerto Rico
NAF, El Centro, Calif.
NS, Kodiak, Alaska
NHA, Yokohama, Japan
NS, Keflavik, Iceland

#### Hotels/Motels

NH, Philadelphia, Pa. NAS, Lakehurst, N. J. NAS, Cecil Field, Fla. NAAS, Fallon, Nev. FA, Yokosuka, Japan

 Address of enlisted men—It is no longer correct to refer formally to an enlisted man by his last name only. For the rules, see ALL HANDS, November 1966, page 56.

Bag inspection—This is an implementation of a SecNav Task Force recommendation. As of last year, only Navymen in pay grades E-1 through E-4 have to stand bag inspection. Men in pay grades E-5 and above were relieved of this requirement.

Navy's Senior Enlisted Man—

## Add These to Navy's Achievement List of Benefits

Just in case you've lost track of the many improvements in Navy life which have come about in the past few years, here's a partial list, in condensed form, of other benefits not discussed in the accompanying roundup:

An extra \$65 per month
 Hostile Fire Pay for men subject to hostile fire on cold war battle fronts.

• The authorization of Family Separation Allowance amounting to \$30 per month.

 Increases in Physicians' and Dentists' Pay.

• Double payment of Hazardous Duty Pay for Navymen who perform two types of hazardous duty.

 Five per cent increase in Retirement Pay.

\$10,000 Government Life Insurance at two dollars a month.

• The cold war GI Bill, providing financial assistance in education, home-loan guarantees, and government job preference for veterans. For details, see page 50 of the April 1966 All Hands.

 Triannual Seavey, shortening time lag between entry on Seavey and receipt of orders.

• Redesignation of Billets as neutral time, and counting some overseas billets as shore duty, helping those in seagoing ratings.

• Swap Desk, for those who want to exchange duty and pay their own way.

• Senior and Master Chiefs detailed as a special group.

Biannual CPO tests.

 Increment Advancements, enabling the Navy to advance more men.

 Reestablishment of the Warrant Officer Program.

• Spot Promotions for officers.

 No more Liberty Cards for E5s and above.

 Cutdown on paperwork and red tape through Project Scrap.

• All CPOs appointed permanently, with no probationary period as Acting CPO.

Now called the Master Chief Petty Officer of the Navy, the top enlisted man was chosen from a field of 11 of the Navy's most senior chief petty officers in January 1967. His primary job is to help place the average Navyman's ideas and suggestions before the policy-makers. He provides a direct link between the Navy Department and the individual sailor. See All Hands, March 1967, page 8.

• Automobile financing through Credit Union—A new program established jointly by the Navy Ship's Store Office and the Navy Federal Credit Union will save many Navymen overseas a lot of money when they purchase a new U.S.-manufactured automobile.

With the overseas Navy Exchanges selling the cars, Navymen can save up to 20 per cent on the price of the car. And, of course, the Credit Union's low financing charge is an additional benefit.

• Allotments—Until last year, the pay items from which allotments could be made were only those which were credited on a continuous basis. Beginning in June 1966, the Secretary of Defense expanded the items of pay from which allotments can be made by Navymen overseas and aboard ships.

The new items from which allotments may be made include: Hazardous duty pay (submarines and aviation); sea duty and foreign duty pay; proficiency pay; family separation allowance; diving pay. For more details, see ALL HANDS, August 1966.

• Habitability — Throughout the Fleet, ships are becoming more comfortable, even more attractive places to work and live. Increased habitability is a priority project on an increasing number of ships.

Such items as paneled mess decks, walk-in ships stores, and central airconditioning are becoming familiar sights to many Navymen. One example of the Navy's efforts to increase habitability on its ships is the delivery of thousands of airconditioning units to ships in Vietnam waters. As reported in the January issue of All Hands, page 38, 5300 self-contained air-conditioning units were sent to Forces Afloat for immediate installation.

It is also notable that all ships

under construction now, as well as those slated for future construction, will be air-conditioned throughout living and working areas.

• Air travel—In past months, it has become easier than ever for servicemen to travel by plane, through the programs sponsored by commercial airlines cooperating with the Department of Defense.

Just about every airline offers a serviceman in uniform a 50 per cent discount off the price of a regular airline ticket if he wishes to travel in a standby status. He must, of course, travel in uniform, and have the proper form with him (DD Form 1580, Military Standby Authorization for Commercial Air Travel).

In addition, there are three standby priorities for the Navyman in uniform—emergency leave, convalescent or combat leave, and regular leave or liberty. All board ahead of other types of standbys, such as students.

There are also many airlines which offer reduced rates other than the usual 50 per cent standby rate for military travelers. These fares are usually higher than the standby figure, but they offer an important feature—confirmed reservations. (See ALL HANDS, May 1967, for more details about leave and liberty travel.)

• Faster awards—Recently, a special committee studied the Navy's awards system, and concluded it needed a bit of streamlining. As a result, the time lag between a heroic act and presentation of a medal has been shortened.

The approved changes to the system include broader delegation of authority to award decorations; revised composition of the Board of Decorations and Medals; additional combat and meritorious unit awards, and modification and simplification of award procedures.

• Bachelor housing—Housing for unmarried Navymen has been steadily improving in recent years. Future improvements will provide increased square footage for each Navyman ashore, among other things. More details can be found elsewhere in this issue.

## **HOW DID IT START**

## Society of Sponsors

A lady chosen to christen a U. S. Navy fighting ship has much to look forward to. The tension and excitement of the military ceremony. The speeches. The music. The thrill of sending the ship sliding down the ways with one splat of a champagne bottle. The soppingwet dress.

She is also eligible to join an exclusive organization called the Society of Sponsors of the United States Navy. Should she join the group, all of whose members have christened a



Navy fighting ship, she would be in some elite company. The Society's 800 members include such distinguished names as Eisenhower, Johnson, Truman, and Roosevelt.

The Society has been a going concern since 1908, when Mrs. Keith Frazier Somerville, who sponsored the armored cruiser Tennessee, and Mrs. Mary Campbell Underwood, sponsor of the light cruiser Birmingham, joined 12 others in forming the group.

Although the members take on many Navyoriented projects, their primary concern is a scholarship program which prepares young men for the Naval Academy by paying for their preparatory schooling. The amount of the donation varies with the young man's need. Funds come from membership dues.

Five young men are receiving special instructions now, with nine alumni presently attending the Naval Academy.

Those eligible for scholarship help are high school seniors with good grades, preferably with a service background.

The Society's members, who are scattered throughout the country, travel to Washington, D. C., each May for meetings and an annual luncheon.

# Now's the Time to Be Thinking About Operation Deep Freeze

You say it's a hundred degrees in the shade and your air-conditioner just broke down and you'd go to the beach only you know your car would overheat and then you'd be stuck out on the road and the mosquitoes would eat you alive and you wish you could find a way to keep cool?

Read on, this might interest you.
The Navy is now accepting applications from volunteers for duty with
Operation Deep Freeze. Here are
the details.

Deadline for the applications is 15 September for deployment to Antarctica which will take place about September 1968. Those selected to winter-over will remain in Antarctica until November 1969.

There are other rewards for Deep Freeze duty besides having a great place to cool your heels.

Navymen who have duty with Operation Deep Freeze are eligible to receive the Antarctic Service Medal. Upon completion of wintering-over, the Navy makes every effort to assign its Antarctic veterans to the duty of their choice when consistent with the needs of the service if, when submitting duty preferences, personnel are eligible for the duty requested.

Here is a list of grades and officer designators which are required for the wintering-over party:

13XX CDR (Commanding Officer).

153X/13XX LT and below, with meteorological experience.

13XX LCDR or LT, ground control approach or CIC experience desirable.

110X LT and below, communications experience.

210X LCDR or LT including flight surgeon; previous surgical experience and prior active duty most desirable.

220X LT

310X LT and below

410X LT

510X/570X LT and below

849X

798X

The following ratings are required for the wintering-over party: °ET/ ETN/ETR, °RM, YN, PN, SK, DK, CS, SH, SH-3122, SN, EM, IC, EN, DC, BT, MR, SF, FN, CE, CM, EA, EO, BU, SW, UT, CN, \*AG, AB, ABF, AC, PH, \*HM, DT.

Officers and enlisted men selected for the wintering-over party will spend about one year in the Antarctic.

The following is a list of grades and designators of officers to be selected for duty with Air Development Squadron Six (VX 6). About 25 officers will be selected and three of these will be assigned to the wintering-over party:

13XX CDR and below, experience in C-121, C-117, CH-34, C-130 or C-47 aircraft.

132X LT and below, experienced aerial navigators.

31XX LCDR and below

711X 741X

831X

680X LT/LTIG

685X CDR

685X LT/LTJG

A total of about 100 men in the following ratings will be assigned to VX 6-20 of whom will be selected to remain through the winter. The remainder will be retained in Air Development Squadron Six for a normal tour consisting of two full summer deployments with Operation Deep Freeze 69 and 70 (September 1968 through March 1969 and September 1969 through March 1970):

RM, CYN, YN, PN, SK, DK, CS, JO, SN, AD, ADJ, ADR, AT, ATR, ABH, ABF, AE, AM, AMS, AMH, AME, PR, AK, PH, AN, AZ, HM, DT, SD, TN, ATN, AS, SH, AFCM.

Although the Navy prefers that the men going to Antarctica be volunteers, non-volunteers will be sent if there is an insufficient number of volunteers. Here are the qualifications for Antarctic service:

Antarctic Support activities

°ET/ETN/ETR-in addition to general ET/ETN/ETR ratings, applicants with NEC ET-1577 are desired.

\*RM—in addition to general RM ratings, applicants with NEC RM-2303 and RM-2342 are desired.

\*AG-graduates of "B" School most desirable.

\*HM-graduates of "B" School most desirable. personnel must have 24 months of obligated service from December 1967, or sign an agreement to extend in order to have 24 months of obligated service before transferring from their present command.

 Naval Reservists and personnel who will be eligible for transfer to the Fleet Reserve must agree to remain on active duty for 24 months from December 1967 before they can be transferred from their present command.

 Air Development Squadron Six volunteers must have 24 months' obligated service from April 1968 or extend in order to have the necessary obligation. Naval Reservists and those eligible for transfer to the Fleet Reserve must also agree to remain on active duty for 24 months from April 1968.

 Everyone selected must have a clear record reflecting sound moral character and professional dedication. Any past, current, or pending domestic or indebtedness problems will be disqualifying.

- Applicants must be recommended by their commanding officer on the basis of performance, technical skill, resourcefulness, versatility and interest.
- Applicants must meet the physical standards for entrance into the naval service which are listed in Chapter 15 of the Manual of the Medical Department. The object of the rigorous physical requirements is to obtain men who are both physically qualified and temperamentally adaptable to the conditions of Antarctic service.
- The records of candidates for Air Development Squadron Six in the ratings of SK, RM, CYN, YN, AD, AT, AE, AM, AK, PH, and AZ will be examined to determine whether there is evidence which would preclude a SECRET security clearance. A background investigation will be required if one has not been conducted under the provisions of OpNav Inst 5510.1C. Also, volunteers for VX 6 must not be on effective Seavey.

Applications will be forwarded by your commanding officer and reviewed by the Commander U. S. Naval Support Force, Antarctica. Those best qualified for Deep Freeze duty will be ordered by the Chief of Naval Personnel to the Naval Station, Wash., D. C.; Commander, Antarctic Support Activities, Davisville, R. I.; or to the Naval Station, San Francisco, Calif., for further screening and assignment.

Enlisted personnel found not qualified will be made available to the Chief of Naval Personnel under the provisions of chapter 20 of the Enlisted Transfer Manual.

Officers will be ordered to the above stations on TAD for final screening. All officers will be returned to their permanent duty stations to await the results of the screening. Those selected will be ordered between early April and mid-May 1968 for three to five months of special training at Davisville or Quonset Point, R. I.

Personnel to replace those disqualified for Antarctic duty after training begins will be ordered between May and September 1968.

Full details concerning solicitation of volunteers for the U. S. Antarctic Program for 1968 and 1969 can be found in BuPers Notice 1300 of 24 Apr 1967.

#### **DIRECTIVES IN BRIEF**

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Note: The following listing covers a two and one-half month period.

#### Alnavs

No. 12—Discussed the Court of Military Appeals' decision regarding admissibility of pretrial statements of accused.

No. 13—Announced convening of selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral.

No. 14-Announced distribution of a new type of enlistment contract effective 1 July.

No. 15—Required that certain stocks of sweet potatoes be placed in a hold status.

No. 16-Required that certain drugs be suspended from issue and use.

No. 17—Quoted a letter from the Secretary of the Navy to the president of the 1968 flag selection board.

No. 18—Announced the convening of a special selection board for the selection of officers to the restricted line with designations as engineering duty officers.

No. 19—Quoted the President's Memorial Day message to the armed forces.

No. 20—Encouraged each member of the Navy Department to participate voluntarily in the payroll savings bond plan.

No. 21—Announced approval by the President of the names of those nominated for promotion to the grade of rear admiral.

No. 22—Announced removal of travel restrictions in certain mideast areas.

No. 23—Announced approval by the President of the names of those nominated for promotion to rear admiral (staff).

No. 24-Discussed transfer of expense type items from APA to NSA.

No. 25—Discussed appropriation accounting procedures for fiscal year 1968.

No. 26—Announced removal of additional travel restrictions to certain areas in the mid-east.

No. 27-Discussed a new policy

L. R. Silva, PN3, USN



"As part of your indoctrination, I am going to give you a color perception test."

of administration and distribution of O&M funds via military command channels.

No. 28-Announced removal of additional travel restrictions to certain areas in the mid-east.

No. 29—Discussed appropriation accounting procedures for fiscal year 1968.

No. 30—Contained farewell message of departing Secretary of Navy Paul H. Nitze.

No. 31—Provided for equal opportunity for military personnel in rental of off-base housing in the Washington, D. C. area.

No. 32—Announced the death of Admiral William M. Fechteler.

No. 33—Announced the convening of selection boards to recommend line officers (except TARs and retired officers) for promotion to the grade of captain and commander.

#### Instructions

No. 1120.18M—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status through the warrant officer and limited duty officer programs.

No. 1133.19—Emphasizes the importance of command influence in the motivation of junior officers to seek a naval career.

No. 1300.38—Discusses Department of Defense policies concerning deferment of military personnel from Vietnam duty, and establishes procedures to implement these policies.

No. 1300.35B—Discusses policy and procedures for the designation and assignment or discharge of those designated as sole surviving sons.

No. 1720.2—Provides for the distribution of naval activity information brochures and related material to those who have received orders, and discusses general distribution procedures.

No. 4650.14B-Provides guidance to be used in arranging transportation for naval personnel and others.

No. 5760.1—Invites attention to the services performed by the Navy Wives Clubs and enjoins commanding officers to assist local branches.

No. 7040.3A—Describes the services provided by the Navy Relief Society and reemphasizes the importance which the Chief of Naval Personnel attaches to the welfare

#### THE BULLETIN BOARD

and peace of mind of the families of naval personnel.

#### Notices

No. 1306 (19 April)-Announced change 12-3 to the Enlisted Transfer Manual.

No. 1300 (24 April)—Solicited volunteers to participate in the Navy's support of the U.S. Antarctic program in 1968-69.

No. 1650 (24 April)—Announced the names of ships and units which have been recently awarded the Navy Unit Commendation.

No. 1800 (1 May)-Discussed policies and procedures governing temporary limited duty officers in the grade of lieutenant who are not selected for permanent limited duty officer status.

No. 1418 (4 May)-Discussed advancement opportunities in connection with the August 1967 Navywide advancement examination.

No. 1650 (5 May)-Provided instructions for the requisition and distribution of the National Defense Service Medal, now available for issue to eligible USN and USNR personnel.

No. 1306 (8 May)-Announced a change in the normal shore tour lengths for AX rates.

No. 1421 (8 May)-Provided authority for effecting promotions to the grades of commander, lieutenant commander and lieutenant.

No. 1120 (10 May)-Announced the selection of individuals for appointment to Warrant Officer W-1.

No. 1020 (12 May)-Discussed a change in U. S. Navy Uniform Regulations concerning the wearing of the uniform by members of and persons honorably discharged from the armed service.

No. 1650 (15 May)-Provided instruction for the requisition and distribution of the Vietnam Service Medal, which is now available for issue to eligible personnel on active duty.

No. 1120 (22 May)-Announced the selection of persons recommended for appointment in the grade of ensign, Medical Service Corps, USN, and notified those recommended for appointment but whose appointments will not be tendered until further input requirements into the Medical Service Corps have been determined.

No. 4600 (24 May)—Discussed instructions for computation of leave and travel time in connection with temporary additional duty orders.

No. 1421 (26 May)-Provided the authority for making promotions to the grade of lieutenant.

No. 4050 (26 May)-Furnished information regarding taxable and dutiable status of personal property imported to the Republic of the Philippines by members of the United States armed forces.

No. 1500 (31 May)-Discussed the Associate Degree Completion program and announced the names of those selected to participate in the FY 1968 pilot program.

No. 3760 (1 June)-Announced interim reporting procedures for the flight activity of naval officers (code 132X, 6XXX).

No. 5215 (5 June)-Issued an advance change to the BuPers Manual concerning a change in procedure for submission of requests for voluntary ending of flight status.

No. 1070 (9 June)-Issued an advance change to the BuPers Manual to provide instructions for the preparation and distribution of the Enlistment Contract (DD Form 4).

No. 1221 (9 June)-Announced changes to the Manual of Navy Enlisted Classifications, effective 1 July.

No. 6710 (13 June)-Initiated a service-wide program to counteract the increasing personal experimentation with LSD, marijuana and other dangerous and illegally possessed drugs.

No. 1326 (14 June)—Reaffirmed the necessity for strict compliance with the applicable provisions of those portions of the Enlisted Transfer Manual and BuPers Instructions. and reemphasized the need for maximum coordination between transferring, intermediate and receiving activities of enlisted personnel ordered to mobile ultimate duty stations.

No. 1336 (28 June)-Informed all ships and stations of the availability of a new standardized Special Request Authorization Form developed for Navy-wide use.

No. 1531 (3 July)-Provided authority to nominate USN enlisted men as candidates for the Naval Academy for the class entering in June 1968.

#### Defense Service Medal Is Available for Issue

National Defense Service Medals are now available for issue to Navymen who served in any of the Armed forces after 31 Dec 1960. Those who served after 26 Jun 1950 and before 28 Jul 1954 are also eligible.

Other requirements include honorable service and extended active duty. All who served after 31 Dec 1960 and became eligible for the Armed Forces Expeditionary Medal or the Vietnam Service Medal are also qualified to receive the National Defense Service Medal.

Navymen who have qualified

## Solutions to These Problems Are in the Bag

In recent months several underwater recovery side pressure would prevent inflation. devices, designed to prevent the loss of expensive test equipment, have been evaluated in the Bahamas

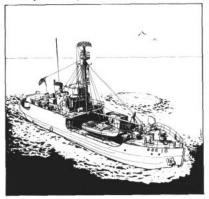
The evaluations were conducted by scientists aboard the research vessel USS Littlehales (AGSC 15).

One of the devices tested was a flotation system for acoustic transducers, valued at about \$30,000 each. In case you're wondering what they are, these transducers are sonar devices, usually towed at a depth of about 100 feet for the purpose of avoiding interference from shipboard noises.

The recovery apparatus consists primarily of two rubber flotation bags which are released automatically if the towline breaks. As added insurance, a signal light flashes and a pinger begins to operate.

The flotation bags must inflate quickly. Otherwise the 2000-pound transducer would plummet to a depth of 500 feet and more, and the out-

The engineers also experimented with a gas generator, designed to inflate the flotation bags ven under high pressures. For this experiment hydrazine gas, which had been useful in earlier recovery missions, was used.



twice for the national defense award by virtue of service in both the 1950-54 and post-1960 periods are entitled to wear a bronze star threesixteenths of an inch in diameter on the medal's suspension ribbon and on the ribbon bar. The star may be purchased at most uniform shops.

Those who served on temporary active duty as members of boards, courts, commissions or similar organizations are ineligible to receive the medal as are those who were placed on active duty for the sole purpose of undergoing a physical examination.

Guard or Reserve personnel on

short tours of active duty to fulfill training obligations are also ineligible. This does not, however, exclude Guards or Reservists from receiving the National Defense Service Medal if they also earned the Armed Forces Expeditionary Medal or the Vietnam Service Medal after 31 Dec 1960.

Navymen who meet the requirements for the award should make their eligibility known to the activity which has custody of their service record. The medal will then be distributed without further action on the part of the individual.

Medals which are requested for men who are subsequently transferred to a new duty station will be forwarded to the recipient's new commanding officer for delivery.

The replacement cost of medals which are lost or damaged through neglect will be one dollar. Requests for replacement should be made by letter to the Chief of Naval Personnel. Remittances should be made payable to the Bureau of Naval Personnel.

Details concerning supplies of the National Defense Service Medal and administrative procedures to be employed in distributing the award are described in BuPers Notice 1650 of 9 May 1967.

### Follow the Route to LDO Commission Through WO Program

**E**NLISTED MEN en route to a commission as a limited duty officer must now travel through the Warrant Officer Program. Henceforth, only warrant officers in grades W-2 and W-3 will be commissioned Ensign (Temporary), USN in the Limited Duty Officer Program.

However, outstanding chief and first class petty officers (pay grades E-7 and E-6) of the Regular Navy can still apply for the Warrant Officer Program. Those who are accepted will be assigned to duty in grade W-1 in the technical field indicated by their enlisted rating.

Selectees (except supply clerks) will be given about eight weeks' training at an officer indoctrination school. This will be followed, if necessary, by technical training. Supply clerks will receive a sixmonth course which includes officer indoctrination at the Navy Supply Corps School, Athens, Ga.

Navymen considering this path to a commission will find that a number of changes have been made in the qualifications for the Warrant Officer Program.

Now, for example, a petty officer, first class, must have served at least one year in grade on 1 October (formerly 1 November) of the year in which he applies.

The age range in which a man may apply for the program has been narrowed since last year. An applicant still must be at least 23 years old when he applies but he cannot have reached his 31st (formerly 39th) birthday as of 1 July of the calendar year in which he applies.

An applicant must have completed at least six years of service. He cannot, however, have had more than 14 years (formerly 20 years) of active naval service (including Marine Corps, and Coast Guard when operating as a part of the Navy). Active duty training in the Reserves is not counted toward this maximum.

Physical qualifications remain the same as before. Applicants must meet the standards prescribed in the Manual of the Medical Department.

Those applying for warrant officer designators 713, 714, 723, 724 and 733 cannot have defective color perception. This requirement will not be waived. Other physical defects which are minor and nonorganic in nature may be waived by the Chief of Naval Personnel.

Other eligibility qualifications specify that an applicant must be a citizen of the United States and be serving in the Regular Navy when his application is submitted.

He must be a high school graduate or possess the service-accepted equivalent of a high school education. Applicants must be recommended by their commanding officer.

Warrant Officer applicants must also take the Officer Selection Battery Examination which tests their ability in verbal analogies, arithmetic reasoning, mechanical comprehension, naval knowledge, English, mathematics, science and history or social science.

Petty officers first class who apply for the Warrant Officer Program must also complete all performance tests, practical factors, training courses and service schools required for advancement to chief petty officer. They must also successfully compete in the August E-7 examination.

All applicants for warrant officer are interviewed—usually by a board composed of three officers. During the interview, the applicant's personal qualifications and motivations are assessed.

Enlisted men who are appointed to the rank of warrant officer (W-1) may apply for a commission in the Limited Duty Officer Program after they have advanced to grade W-2. Warrant officers in grade W-3 may also apply.

This procedure, as mentioned before, is a departure from past years when LDOs were selected directly from the ranks of senior enlisted men in the Regular Navy. Now, only warrant officers who were originally appointed after 31 Dec 1964 will be appointed ensigns (temporary) in the LDO Program.

Applicants must meet the physical qualifications in the Manual of the Medical Department.

Warrant officers who apply for LDO may now request any category for which they consider themselves best qualified. Applications must reach the Bureau of Naval Personnel between 1 November and 10 January.

Full details concerning in-service procurement for appointment under the Warrant Officer and Limited Duty Officer Programs can be found in BuPers Inst 1120.18M of 3 May 1967. Check your personnel office.

# A Report for the Navy Family En Route to Whidbey Island

N AVAL AIR STATION Whidbey, located on a sheltered island in Puget Sound, is the home of the Pacific Fleet's heavy attack squadrons, and several patrol squadrons.

The base is actually composed of two separate bases, the landplane base, called Ault Field, and the Seaplane Base.

Although there will no longer be seaplanes operating from Whidbey, the base facilities will remain. The hangars and other structures related to the support of the seaplanes are being used for other purposes.

The two bases are located five miles apart, near the city of Oak Harbor, Wash., a town with a population of about 5000.

Here's a report of living conditions for the Navyman assigned to NAS Whidbey.

Oak Harbor is about 90 miles north of Seattle, and about the same distance south of the Canadian border.

The air station was established in September 1942, and Navymen—and their dependents—have been enjoying their tour of duty there ever since. It is located in the lee of the Olympic Mountain rainshield, which apparently accounts for the favorable flying weather which exists 96 per cent of the time.

NAS Whidbey was originally planned as a temporary base for World War II patrol plane operations, rocket firing training, recruit and petty officer training, and torpedo overhaul.

After the war, the station went into a reduced operating status until 1949, when it became an all-weather station supporting Fleet and Alaskan operations. The pace of expansion and operations was stepped up during the Korean conflict, and Whidbey kept growing.

If you have orders to Whidbey, you would do well to write to the Family Services Center which has been established there to assist you with relocation and other problems.

The Center can provide you with a hospitality kit containing essential household items such as kitchen utensils and bedding, to help you get settled.

The Center also has established a sponsor program. If you request,

someone will be assigned to act as your sponsor to help you locate housing, or provide any other assistance you might need. Meanwhile, here is some general information which will serve as a brief introduction.

#### Housing

Government housing at Whidbey consists primarily of on-base housing, and there is a rather long waiting list. You can get on the list up to three months before your reporting date by writing to the housing officer, NAS Whidbey Island, for an application.

There are 205 married officers' quarters, and 700 units for married enlisted men who are E5 and above, or who are E4 with four years' service. 200 inadequate public quarters also are available for nonrated personnel, and E4s with less than four years' service.

390 of the enlisted units, and 160 of the officer units are Capehart housing, completed in 1961.

Fleet and shore-based personnel have equal opportunity for assignment to government quarters.

Occasionally, temporary quarters are available in the "Victory Homes" tract for use until permanent government quarters become available.

Except for a small number of units reserved for personnel filling key billets, housing is assigned to officers on a point system based primarily on seniority. All assignments of enlisted units are on a first-come, first-served basis.

Also at Whidbey are parking facilities for 68 house trailers.

Sayward C. Sherburne, YN2, USN



Civilian housing within commuting distance is difficult to find. Therefore you should, if possible, arrange for housing before you take your dependents to the Whidbey area.

Private rentals, when available, are generally three-bedroom houses, unfurnished, with prices ranging from about \$125.00 per month and higher. You may find smaller and cheaper rentals, depending on your personal desires. There are a few homes available for purchase, and there are some trailer courts if you wish to buy or rent a mobile home.

#### Medical

The Station Hospital is located at the Seaplane Base, and the Dispensary is at Ault Field. Dependent patients are seen by appointment only (except emergencies) at the Family Clinic at the Ault Field Dispensary.

Obstetrical and gynecological patients are seen at the Station Hospital. Appointments are necessary at this clinic. Emergencies will be seen at the Station Hospital at any time.

The Dental Clinic is located in the Ault Field Dispensary. Appointments are given after a dental examination has determined the extent of the patient's needs.

#### Commissary

The commissary store is located in Building 13 on the Seaplane Base. A wide selection of groceries is available, even though the commissary is small in size. The commissary is closed on Mondays.

#### Navy Exchange

Whidbey's Navy Exchange is the largest and most complete in the 13th Naval District. The Main Exchange is located in Building 21 on the Seaplane Base, and most of its services are available under one roof.

Additional exchange outlets have been established in various locations throughout Ault Field, the Seaplane Base, and enlisted Capehart housing area. Regular pickup and delivery service also is available at all barracks and housing areas for laundry, dry cleaning, and tailoring services.

The Navy Exchange at Whidbey also runs other facilities, which include barber shops, beauty shop, cafeteria and snack bars, check cashing service, cobbler shop, golf pro shop, photo finishing service, automobile service stations, thrift shop, and watch repair facility.

The Station Nursery, a nonprofit organization operated by a permanent paid staff, is located on the Seaplane Base. The fee charged, at last report, was \$.35 per hour for the first child, and \$.05 extra per hour for each additional child. Children must be at least three months old.

#### What to Wear

The temperature at Whidbey rarely drops below freezing in winter, and seldom climbs above the low eighties in summer. Evenings in the summer are cool enough for a sweater after sundown. Warm clothing is advisable for the winter, since the wind off Puget Sound makes the temperature seem colder than it actually is.

There is rainy weather in the winter, but it seldom rains hard enough or long enough to make a raincoat necessary. A topcoat is more suitable.

#### Schools

School facilities at Whidbey are excellent through the 12th grade. Oak Harbor has its own elementary, junior high and senior high school systems. There are also two elementary schools located at the Naval Air Station.

The Skagit Valley Junior College offers extension courses at the high school.

#### Recreation

Whidbey's recreation facilities are excellent. There is an 18-hole golf course. Golf clubs and carts are issued free to military men and can be rented for a small fee by dependents.

For the bowling fan there is a six-lane alley at Ault Field and a four-lane alley at the Seaplane Base. There is an indoor swimming pool, and two hobby shops (woodworking and auto).

At Whidbey's Swami Stables you can rent a horse for a dollar an hour and have access to 100 acres of open and wooded bridle trails. A rod and gun club is active, and Whidbey's location in one of the best hunting and fishing areas in the world assures the enthusiast of many enjoyable hours.

#### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Monkeys, Go Home! (C): Comedy; Maurice Chevalier, Dean Jones.

Dr. Goldfoot and the Girl Bombs (C): Comedy; Vincent Price, Fabian.

Doctor, You've Got to be Kidding! (WS) (C): Comedy; Sandra Dee, George Hamilton.

Dead Heat On a Merry-Go-Round (C): Drama; James Coburn, Camilla Sparv.

The Brides of Fu Manchu (C): Melodrama; Christopher Lee, Douglas Wilmer.

Arrivederci, Baby! (WS) (C): Comedy; Tony Curtis, Rosanna Schiaffino.

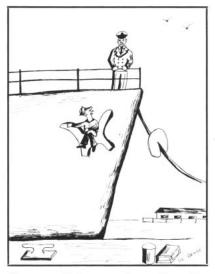
Murderers' Row (C): Melodrama; Dean Martin, Ann-Margret.

Oh Dad, Poor Dad, Mama's Hung You in the Closet and I'm Feelin' So Sad (C): Comedy; Rosalind Russell, Robert Morse.

From Hell to Borneo (WS) (C): Melodrama; George Montgomery, Julie Gregg.

Khartoum (WS) (C): Adventure

ENS Dale C. Behse, USNR



"But you said I was to be on the anchor watch!"

Drama; Charlton Heston, Laurence Olivier.

The Liquidator (WS) (C): Melodrama;; (WS) (C): Trevor Howard, Rod Taylor.

The Vulture: Drama; Robert Hutton, Akim Tamiroff.

Gunfight in Abilene (WS) (C): Western; Bobby Darin, Emily Banks.

Alvarez Kelly (WS) (C): Melodrama; William Holden, Richard Widmark.

Warning Shot (C): Drama; David Janssen, Steve Allen.

40 Guns to Apache Pass (C): Action Drama; Audie Murphy, Michael Burns.

Country Boy (WS) (C): Musical; Randy Boone, Sheb Wooley.

The Texican (WS) (C): Western; Audie Murphy, Broderick Crawford. Rage (C): Drama; Stella Stevens, Glenn Ford.

The Wrong Box (C): Comedy; John Mills, Ralph Richardson.

Return of the Seven (WS) (C): Melodrama; Yul Brynner, Robert Fuller.

Red Tomahawk (C): Drama; Howard Keel, Joan Caulfield.

The Spy With a Cold Nose (C): Comedy; Laurence Harvey, Daliah Lavi.

The Terrornauts (C): Science Fiction: Simon Oates, Zena Marshall.

The Caper of the Golden Bulls (C): Drama; Stephen Boyd, Yvette Mimieux.

Where the Bullets Fly (C): Melodrama; Tom Adams, Dawn Addams.

The Cool Ones (WS) (C): Musical Comedy; Roddy McDowell, Gil Peterson.

Easy Come, Easy Go (C); Musical; Elvis Presley, Dodie Marshall.

Is Paris Burning? (WS): Melodrama; Leslie Caron, Orson Welles.

The Busy Body (WS) (C): Comedy; Sid Caesar, Robert Ryan.

The Deadly Bees (C): Drama; Suzanna Leigh, Frank Finlay.

Welcome to Hard Times (C): Action Drama; Henry Fonda, Janice Rule.

After the Fox (WS) (C): Comedy; Victor Mature, Peter Sellers.

Penelope (WS) (C): Comedy; Natalie Wood, Ian Bannen.

The Man Called Flintstone (C): Feature Cartoon.

The Fighting Prince of Donegal (C): Melodrama; Peter McEnery, Susan Hampshire.

# Here's Progress Report (Slow But Steady) in Bachelor Housing

PROVIDING adequate housing for bachelor U. S. servicemen within a limited framework is a problem of long standing in the Department of Defense.

The problem has particular significance to the Navy because it has more bachelors than any of the armed services. Steps have been taken, however, to improve the condition of Navy bachelors living ashore.

In August 1965, for example, OpNav Inst 11012.2 gave high priority to providing adequate housing to Navy bachelors and established new criteria defining adequacy.

As a result of this instruction, existing quarters were remodeled and new construction was designed to conform to the criteria.

However, because of fund shortages, most Navy bachelors can testify from their own experience that living conditions ashore continued relatively unchanged.

In December 1966, a tri-service steering committee was established to develop (by architectural and engineering contract) new DOD definitive designs for bachelor officer quarters and bachelor enlisted quarters. These "definitives", expected to be in use beginning with the fiscal

#### Dependents in Philippines

If your family resides in the Philippines while you serve a tour in Vietnam, you may be required to pay duty on your household goods and your dependents may lose their exchange and commissary privileges for the duration of their stay.

Because of the conditions of the Military Bases Agreement between the U.S. and the Republic of the Philippines, dependents receive the normal exemptions and privileges only if they are accompanied by the sponsoring Navyman. This holds true whether the dependents were sent to the Philippines at government expense or paid their own way.

For more information see CinC-Pac Fleet message 030030Z of May 1967 or your personnel office.

year 1969 program, will provide the following:

- Enlisted men in pay grades E-2 through E-4 will live in three-man rooms in a building having central head facilities. Each man will occupy between 90 and 105 square feet of floor space.
- Those in pay grades E-5 and E-6 will be entitled to two-man rooms having an adjacent bath. Each man will rate from 135 to 155 square feet of floor space.
- Men in pay grades E-7, E-8 and E-9 will be entitled to a private room and bath, and will be allotted between 275 and 350 square feet of floor space per man.

The square footage designated for each man includes his sleeping and storage space as well as head facilities.

The new criteria for bachelor officers specify that:

- Those in grades 0-2 and below will be entitled to a 360-square-foot combination sleeping/living room and a bath.
- Construction for officers 0-3 and above will not be authorized except to meet essential mission requirements. (When required, an officer in the 0-3 grade or above will be provided 500 square feet containing a private living room, bedroom, bathroom and kitchenette.)

On 1 Jul 1967, commanding officers began an assessment of quarters and duty requirements. If necessary, they will begin authorizing payment of basic allowance for quarters when minimum standards of adequacy cannot be met.

Former cost limitations on bachelor housing have been raised from \$1850 per enlisted man to \$2300 for FY 1968 construction. The \$7000 limitation per man for officers was increased to \$8500. The Office of the Secretary of Defense has proposed an increase to \$2900 for bachelor enlisted quarters and \$10,200 for bachelor officer quarters.

New and better quarters will not, of course, spring up overnight. Little change, in fact, will be felt until FY 1969 or later.

No miracles have been accomplished since the SecNav Task Force on Personnel Retention made its housing recommendation or since the new adequacy criteria were defined in OpNav Inst 11012.2 in 1965

Nevertheless, there has been a slow but steady improvement. Considerable renovation and new construction were authorized in the fiscal year 1966 and FY 1967 budgets. The FY 1968 projects are being designed to existing criteria; however, these facilities will adapt to the FY 1969 criteria by simply reducing capacities in most cases.

The boom in Navy housing to which every bachelor Navyman looks forward, it is hoped, will make itself felt after next July with improvement continuing in the years that follow.

#### Correspondence Courses

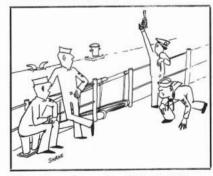
Three enlisted correspondence courses have been revised, and a new enlisted course is now available. There is also a new officer correspondence course.

The new courses are Aviation Maintenance Administrationman 1 & C, NavPers 91499, and the officer course Decedent Affairs, NavPers 10514.

The revised enlisted courses are:

- Aviation Boatswain's Mate E 1 & C, NavPers 91672-A; supersedes NavPers 91672.
- Construction Mechanic 3 & 2, NavPers 91579-1C; supersedes Nav-Pers 91579-1B.
- Aviation Electronics Technician
   1 & C, NavPers 91615-D; supersedes
   NavPers 91615-C.

Michael L. Shane, FTG1, USN



"A real live wire, and a stickler for being on time. He always gets ready for liberty when we're three miles out."

# This Completes the Listing of Ships Eligible for the AFEM

This is the final increment of a series of names of ships and units, with dates of eligibility, included in SecNav Inst 1650.1C, Change 3, dated 9 Nov 1966. It is published here for the benefit of those Navymen who have since left the ships and units listed as recipients of the awards.

Ships and units which took part in the Dominican Republic operations between 28 Apr 1965 and 30 Mar 1966, the Laos operations between 19 Apr 1961 and 7 Oct 1962, the Lebanon operations between 1 July and 1 Nov 1958, the Quemoy and Matsu Islands operations between 12 Jan 1959 and 1 Jun 1963, the Taiwan operations between 9 Jul 1958 and 30 Dec 1958, and which are listed below, are eligible for the Armed Forces Expeditionary Medal.

In earlier issues, ALL HANDS has published the names of those ships and units, with dates of eligibility, which were awarded the Vietnam Service Medal, the Navy Expeditionary Medal, the Antarctica Service Medal and the Armed Forces Expeditionary Medal for services in Vietnam, Berlin, Cuba, and the Congo. Additional lists will be printed from time to time as further information becomes available.

Eligibility dates of those ships and units listed in the August 1966 issue of ALL Hands are not repeated here. This is a supplement to that list

The implementing instruction, SecNav Inst 1650.1C, also includes a list of ships and units eligible for the Navy Unit Commendation during the period from World War II to Vietnam. This NUC list will not be printed, nor will the Marine Corps Expeditionary Medal list, which may be found in Change 2.

Partial lists of ships and units eligible for the AFEM for operations in Vietnam, Berlin, Congo, Taiwan, Quemoy, Laos, Lebanon and Cuba were published in the July 1964, October 1965 and August 1966 issues of All Hands.

This current series of reports includes only those ships and units to be found in the latest addition to SecNav Inst 1650.1C (Change 3 of 9 Nov 1966). If your ship or unit is not included, check the abovementioned issues of All Hands or the SecNav Notices of 2 March, 3 March and 23 March 1966. Also check the other listings in the SecNav Instructions or Notices of the 1650 series.

Details of the eligibility requirements of the Armed Forces Expeditionary Medal may be found on pages 59-60 of the August 1966 issue of ALL HANDS.

Now here's the latest list of ships and units eligible for the Armed Forces Expeditionary Medal.

#### Dominican Republic

Bluebird (MSC 121) 5 July-8 Aug 1965; 18 September-9 Oct 1965 Bordelon (DD 881) 9-16 Jul 1965; 19 July-6 Aug 1965 Frigate Bird (MSC 191) 2 Dec 1965-29 Jan 1966 Graham County (LST 1176) 9-11 Feb 1966 Guam (LPH 9) 16-27 Feb 1966 Hummingbird (MSC 192) 1 Dec 1965-29 Jan 1966; 10-18 Feb 1966 Jacana (MSC 193)

24-27 Jan 1966; 29 January-30 Mar 1966 Kingbird (MSC 194) 7 August-9 Oct 1965 Limpkin (MSC 195) 24-27 Jan 1966; 29 January-30 Mar 1966 Meadowlark (MSC 196) 8 June-7 Aug 1965 Parrot (MSC 197) 8 June-5 July 1965; 8 August-18 Sep 1965 Suffolk County (LST 1173) 17-27 Feb 1966 Talbot County (LST 1153) 18-20 Jul 1966

Units

(Only personnel who enter the area of operations are eligible for the award.)

Airborne Early Warning Training

Unit Atlantic (AEWTU) June 1964-21 May 1965 Air Transport Squadron 7 (VR 7) 28 April-9 May 1965 Air Transport Squadron 8 (VR 8) 28 April-9 May 1965 Air Transport Wing, Pacific Staff 28 April-9 May 1965 Amphibious Atlantic Staff
4 May-6 Jun 1965
Amphibious Construction Battalion
2 (PhibCB 2) Det C
17-27 Feb 1966
Attack Squadron 76 (VA 76)
3-6 Jun 1965
Beachmaster Unit 2 (BMU 2) A Hq
Co.
11 May-11 Jun 1965
Joint Task Force 122, Forward
Staff
28 April-7 May 1965

#### Laos

Calvert (APA 32) 27 April-6 May 1961 Fort Marion (LSD 22) 27 April-6 May 1961

Hassayampa (AO 145) 22-29 Apr 1962; 17-18 May 1962 Kawishiwi (AO 146) 19 Apr 1961-7 Oct 1962 Ticonderoga (CVA 14) 26-30 Sep 1961 Vernon County (LST 1161) 30 May-11 Jun 1962 Washtenaw County (LST 1166) 7-17 Jun 1962 Whitfield County (LST 1169) 7-17 Jun 1962 Windham County (LST 1170) 3-15 Jun 1962

Mine Division 45

1-25 May 1965

#### Lebanon

(Including any embarked staff or unit regularly assigned during period listed.)
21-26 Sep 1958 Thornback (SS 418)

Ault (DD 698) 8-31 Oct 1958 Boston (CAG 1) 15 July-1 Aug 1958; 9-21 Aug 1958; 2-5 Sep 1958 Corregidor (CVU 58) 22 Jul 1958 Hale (DD 642) 20-25 Aug 1958 Harold J. Ellison (DD 864) 17-23, 28-31 Jul 1958; 4-11 Aug 1958 Haynesworth (DD 700) 8-31 Oct 1958 Hunt (DD 674) 20-29 Aug 1958 Jonas Ingram (DD 938)

16-30 Sep 1958
Mississinewa (AO 144)
19-23 Jul 1958; 2-8 Aug 1958;
25-29 Aug 1958; 24-26 Sep 1958
Noa (DD 841)
17-24 Jul 1958
Pawcatuck (AO 108)
26-30 Sep 1958; 13-18 Oct 1958
Randolph (CVS 15)
24-26 Sep 1958
Sagacity (MSO 469)
17 July-2 Aug 1958; 21 August-20 Oct 1958

17-21 Jul 1958; 5-23 Aug 1958;

LCU 1467

Thornback (SS 418) 1 July-30 Sep 1958 Tripoli (CVU 64) 15 Oct 1958 Turner (DDR 834) 17 September-7 Oct 1958

#### Units

(Only personnel who enter the area of operations are eligible for the award.)
Amphibious Group 4 (PhibGru 4)
17 July-3 Oct 1958
Consulate General, U. S. Naval
Detachment, Nicosia, Cyprus
1 July-1 Nov 1958

Fleet Aircraft Squadron (Special) 200 1 July-1 Nov 1958 Fleet Air Reconnaissance Squadron 2 (VQ 2) 1 July-1 Nov 1958 Joint U. S. Military Mission for Aid to Turkey (JusMat)

1 July-1 Nov 1958 Patrol Squadron 10 (VP 10) Det 25 July-29 Aug 1959

Patrol Squadron 21 (VP 21) Det 29 July-24 Sep 1958

Sixth Fleet 17 July-10 Aug 1958; 23-29 Aug 1958

#### Quemoy and Matsu Islands

Alamo (LSD 33)
6-7 Nov 1959; 10-11 Dec 1959;
20-21 Dec 1959: 19-26 Mar
20-21 Dec 1959; 19-26 Mar 1960; 15-25 Mar 1963
Ashtabula (AO 51)
9-10 Feb 1959; 3-4 Jan 1960;
11-12 Sep 1960; 27 Sep-
11-12 Sep 1900; 27 Sep-
tember-1 Oct 1960
Bashaw (AGSS 24)
24 May 1961; 6-7 Jun 1961; 8-
14 Sep 1961
Bauer (DE 1025)
16-19 Nov 1959; 16-21 Jan
1960; 1-2 Jun 1961; 23-24 Feb
1963
Bayfield (APA 33)
25-26 Nov 1959; 7-9 Mar 1960; 18-29 Mar 1960; 15-16 Mar 1962; 21-22 Apr 1962
18-29 Mar 1960; 15-16 Mar
1962: 21-22 Apr 1962
Bellatrix (AF 62)
1-3 May 1962; 5-6 Jun 1962; 19-
21 Jan 1963
21 Jun 1703
Benner (DDR 807)
4-21 Sep 1959; 29 September-10
Oct 1959
Black (DD 666)
23-26 Jul 1959; 5 August-4 Sep
1959; 4-6 Oct 1959; 6-9 Mar
1961; 14-21 Aug 1962; 25-27
Aug 1962
Blackfin (SS 322)
Blackfin (SS 322) 12-19 Jan 1959; 2-3 Apr 1959
12-17 Juli 1757; 2-5 Apr 1757
Blue (DD 744)
4-5 Aug 1959; 16 November-3
Dec 1962; 6-12 Dec 1962; 30 January- 13 Feb 1963
January- 13 Feb 1963
Bluegill (SSK 242)
14-15 Jul 1959; 24-26 Jul 1959; 22 Dec 1961-1 Jan 1962; 2-4
22 Dec 1961-1 Jan 1962; 2-4
Feb 1962
Boyd (DD 544)
4-29 Sep 1959; 12-21 Aug 1960;
28 August-8 Sep 1960; 8-10
Oct 1960
Oct 1960
Oct 1960 Braine (DD 630)
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243)
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961;
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Rass (DD 887)
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Rass (DD 887)
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (S5 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (S5 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (\$5 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar \$961
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar \$961 Capitaine (AGSS 336)
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar \$961 Capitaine (AGSS 336) 8-16 Mar 1963; 12-13 May 1963
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Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar \$961 Capitaine (AGSS 336) 8-16 Mar 1963; 12-13 May 1963
Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar \$961 Capitaine (AGSS 336) 8-16 Mar 1963; 12-13 May 1963 Carpenter (DDR 825) 20-22 Sep 1959; 30 September-1 Oct 1959; 15-17 Nov 1959;
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Oct 1960 Braine (DD 630) 5 March-14 Apr 1962 Bream (SS 243) 21-22 May 1959; 4-5 Apr 1961; 8-9 Jan 1963; 22-23 Jan 1963 Brinkley Bass (DD 887) 1-16 May 1960; 28 May-8 Jun 1960 Calvert (APA 32) 25-26 Feb 1961; 6-7 Mar 1961 Capitaine (AGSS 336) 8-16 Mar 1963; 12-13 May 1963 Carpenter (DDR 825) 20-22 Sep 1959; 30 September-1 Oct 1959; 15-17 Nov 1959; 3-4 Dec 1959; 21-23 Oct 1962; 15-16 Nov 1962 Castor (AKS 1) 17-19 Jan 1959; 5-8 Feb 1959; 17-20 Apr 1959; 9-11 May 1959; 31 October-2 Nov 1959; 31 July-3 Aug 1959; 11-14 Aug 1959; 31 October-2 Nov 1959; 17-21 Jan 1960; 7-17 Feb 1960; 26-29 Apr 1960; 14-16 Jun 1960; 7-10 Jan 1961; 5-7 Feb 1961; 29-31 Mar 1961; 15-18 Apr 1961; 23-25 Apr 1961; 14-17 Jun 1961; 29 June-1 Jul 1961; 18-22 Aug 1961; 9-14 Sep 1961; 6-10 Nov 1961; 8-9 Jan 1962; 14-16 Jan 1962; 13-14 Mar 1962; 2-4 Apr 1962; 20-21 Jun 1963; 25-28 May 1963

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25-26 Jul 1959; 2-3 Aug 1959
Chevalier (DDR 805)
  31 Dec 1958-1 Jan 1959; 8-16
   Jan 1959
Cogswell (DD 651)
  5 March-14 Apr 1962
Collett (DD 730)
  28 September-2 Oct 1959; 8-14
    Oct 1959; 18-30 Oct 1959; 27-
    30 Aug 1962; 8-28 Sep 1962
Columbus (CG 12)
  3-7 Apr 1962; 17-18 Apr 1962
Comstock (LSD 19)
  29 June-3 Jul 1959; 18-19 Jul
    1959; 15-16 Mar 1962; 18-19
    May 1963
Constant (MSO 427)
  19-30 Oct 1960; 21-22 Dec 1960;
    29 November-9 Dec 1960
Cook (APD 130)
  18-19 Jan 1960; 19-30 Mar 1960
Cushing (DD 797)
  30 Nov 1959-5 Jan 1960
DeHaven (DD 727)
  28 September-21 Oct 1959; 27-
    31 Oct 1959; 31 October-2
    Dec 1961; 19 Jul 1962
Dennis J. Buckley (DDR 808)
  25 November-27 Dec 1959
Duncan (DDR 874)
  3-9 May 1960; 15 May-4 Jun
    1960; 31 October-2 Dec 1961
Edson (DD 946)
  5-8 Mar 1960
Engage (MSO 433)
  28 August-6 Sep 1960; 25 May-2
    Jun 1962; 11-13 Aug 1962
Everett F. Larson (DDR 830)
  23 July-4 Sep 1959
Eversole (DD 789)
  3-25 Apr 1959; 1-3 May 1959;
    8 June-12 Jul 1960; 20 July-5
     Aug 1961; 7-22 Aug 1961
Floyd B. Parks (DD 884)
  6-9 Sep 1960; 16 September-13
Oct 1960; 25 September-1
     Nov 1961
Fort Marion (LSD 22)
  15 September-5 Oct 1958
Frank Knox (DDR 742)
  6-7 Mar 1960; 15 March-4 Apr
     1960; 18-28 Apr 1960
George Clymer (APA 27)
  8-12 Jan 1960; 18-29 Mar 1960;
21-22 Sep 1961; 16-18 Feb
     1963
George K. MacKenzie (DD 836)
  4 February-5 Mar 1962
 Gregory (DD 802)
  27-28 Nov 1959; 21 November-
19 Dec 1960; 27 Dec 1960-5
     Jan 1961; 13 April-16 May
     1962; 19-26 May 1962
 Gurke (DD 783)
  5-25 July 1961
 Halsey Powell (DD 686)
   21 January-19 Feb 1961
 Hamner (DD 718)
   31 Dec 1958-9 Jan 1959; 20-25
     Jan 1959; 1-15 Feb 1959; 12
     May-11 Jun 1961
 Hancock (CVA 19)
   14-17 Sep 1959
 Hanson (DDR 832)
   4-13 Jan 1960
 Harry E. Hubbard (DD 748)
   10-19 Jul 1960; 26 July-12 Aug
     1960; 25 May-26 Jun 1962
 Hassayampa (AO 145)
   1-2 Jul 1959; 10-11 Jul 1959
 Henry W. Tucker (DDR 875)
   8 June-9 Jul 1960; 1-13 Aug
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1960; 19-20 Aug 1960; 22
    August-16 Sep 1960
Herbert J. Thomas (DDR 833)
 7-9 Mar 1960
Higbee (DDR 806)
 1-4 Apr 1959; 11 April-3 May
   1959; 18-19 Jun 1960; 10 Jan-
   uary-5 Feb 1962
Hooper (DE 1026)
 2 January-5 Feb 1959; 12 Feb-
   rugry-7 Mar 1959
Hopewell (DD 861)
  12-20 Oct 1960; 30 October-
   3 Nov 1960; 9-21 Nov 1960
Hornet (CVS 12)
  14-15 Jul 1959; 24-25 Jul 1959;
   21-23 Oct 1962; 15-16 Nov
    1962
Hull (DD 945)
 7-22 Sep 1960; 29 September-6
    Oct 1960; 8-13 Oct 1960; 25
    September-1 Nov 1961
Isherwood (DD 520)
  21 November-9 Dec 1960; 21
    Dec 1960-5 Jan 1961
James E. Kyes (DD 787)
  3 April-3 May 1959; 7 June-11
    Jul 1960
Jarvis (DD 799)
  30 October-1 Dec 1959
John A. Bole (DD 755)
  4-15 Jan 1960
John R. Craig (DD 885)
  7-16 Sep 1960; 22 September-
    13 Oct 1960; 24 September-16
    Oct 1961; 20 Oct-1 Nov 1961
Kitty Hawk (CVA 63)
  15-16 Nov 1962
Leonard F. Mason (DD 852)
  5 February-6 Mar 1962
Lexington (CVA 16)
  28 June-2 Jul 1959; 11-16 Jul
    1959; 17-19 Oct 1959; 20-21
    Dec 1961
Lyman K. Swenson (DD 729)
     August-4 Sep 1959;
    August-28 Sep 1962
Magoffin (APA 199)
   14-16 Dec 1960; 1-3 Mar 1961;
    10-12 Mar 1961; 10-12 Sep
    1962; 18-19 Sep 1962
Mahan (DLG 11)
  9-10 Aug 1962; 9-11 Oct 1962
Marshall (DD 676)
   4 January-12 Feb 1961
Mauna Kea (AE 22)
   12-13 Aug 1959; 20-21 Aug
    1959; 7-8 Apr 1960; 9-10 May
    1963
 Maury (AGS 16)
   11-13 May 1962
 McDermut (DD 677)
   30-31 Oct 1960
 McKean (DDR 784)
   25 May-4 Jun 1962; 9-26 Jun
    1962
 Mispillion (AO 105)
   25-26 Dec 1959; 21-22 Jan 1960;
    27-29 Jun 1961; 15-17, 23-24
     Jul 1961; 14-15 Nov 1962
 Moctobi (ATF 105)
   12-14 Nov 1959; 26-27 Jul 1960;
    1-2 Sep 1962
 Morton (DD 948)
   15 May-1 Jun 1961; 6-11 Jun
     1961
 Mullany (DD 528)
   22 November-1 Dec 1960; 11
     Dec 1960-11 Jan 1961; 13
     April-26 May 1962
 Noble (APA 218)
   18-19 Aug 1960; 17-18 Oct 1960;
     25-26 Oct 1960; 2-3 Nov 1960;
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15-16 Mar 1962
Oak Hill (LSD 7)
 8-9 Aug 1958; 4-11 Sep 1958;
   5-29 Oct 1958; 5-6 Nov 1958;
    29-31 Jan 1961; 19-20, 28-29
   Sep 1962
Okanogan (APA 220)
 8-12, 18-30 Mar 1960
Oriskany (CVA 34)
  30 September-2 Oct 1959; 9-12
    Oct 1960
Orleck (DD 886)
  8-12 Jun 1960; 28 June-12 Jul
    1960; 20 July-6 Aug 1961; 9-
    21 Aug 1961
Paul Revere (APA 248)
  28-29 Oct 1962; 4-11 Dec 1962
Picking (DD 685)
  27-28 Jan 1959; 6 February-8
    Mar 1960; 18-25 Mar 1960;
    12-14 Oct 1961; 10 Dec 1961-
    12 Jan 1962; 18-20 Jan 1962
Pomodon (DD 486)
  16-22 May 1960; 15-16 Aug
    1960; 25 June-2 Jul 1962
Porterfield (DD 682)
  14-22 Oct 1958; 25 November-
    3 Dec 1958; 19 February-28
    Mar 1961
Princeton (LPH 5)
  18-28 Mar 1960; 25-26 Apr
    1960; 15-25 Mar 1963
Prichett (DD 561)
  14-20 Dec 1959; 27 Dec 1959-5
    Jan 1960; 18 July-7 Aug
    1962; 14-20 Aug 1962
Queenfish (SS 393)
  1-2 Jan 1961; 22-27 Jan 1961;
    3-5 Feb 1961; 8-15 Oct 1962
Ranger (CVA 61)
  24-25 Jun 1960
Razorback (SS 394)
  23-25 Nov 1959; 27-29 Dec
    1959; 13-14 Jan 1960; 18-22
    May 1963; 31 May-1 Jun 1963
Rowan (DD 782)
  12 June-21 Jul 1961
Shelton (DD 790)
  2-10, 18-27 Apr 1959; 30 April-
    4 May 1959; 2-12 Sep 1962;
     16-28 Sep 1962
 Shields (DD 596)
  11 February-28 Mar 1961
 Somers (DD 947)
   12 June-21 Jul 1961
 Southerland (DDR 743)
   9-14 Apr 1960
 Sproston (DDE 577)
   20-22 Sep 1959; 29 September-1
     Oct 1959; 17-21 Nov 1960
 Stoddard (DD 566)
   5 March-14 April 1962
 Tawakoni (ATF 114)
   9-11 Dec 1960; 17-18 Jan 1963
 Terrell County (LST 1157)
   23-24 Jun 1959; 6-8, 18-20 Aug
1959; 15-17 Sep 1959; 15-17
     Mar 1962; 16-21 Jul 1962; 23-
     24 Mar 1963; 30 April-2 May
     1963
 Theodore E. Chandler (DD 717)
   31 Dec 1958-7 Jan 1959; 15 Jan-
     uary-11 Feb 1959; 1 May
     1960; 8 May-8 Jun 1960
 Thetis Bay (LPH 6)
   14-20 Aug 1959; 16-19 Oct
1959; 7-9 Aug 1961
 Ticonderoga (CVA 14)
   10-14 Oct 1961
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Toledo (CA 133)

16-18 Sep 1959

Trathen (DD 530) 30 October-1 Dec 1959; 18 July-9 Aug 1962; 18-25 Aug 1962 Turner Joy (DD 951) 10-27 Jul 1960; 3-13 Aug 1960 Twining (DD 540) 19 February-28 Mar 1961 Uhlmann (DD 687) 12-16 Oct 1960; 22 October-8 Nov 1960; 12-21 Nov 1960 Washtenaw County (LST 1166) 5-6 Sep 1958 Wilkinson (DL 5) 30 October-1 Dec 1959

#### Units

(Only personnel who enter the

area of operations are eligible for the award.) Destroyer Squadron 21 (DesRon 21) 23 August-Nov 1958

#### Taiwan

Alamo (LSD 33) 9-13 Nov 1958; 19 November-2 Dec 1958 Bauer (DE 1025) 31 August-15 Sep 1958; 3-4 Oct 1958; 3-4 Nov 1958 Bayfield (APA 33) 26-30 Dec 1958 Bennington (CVA 20) 12 October-2 Nov 1958; 24 November-3 Dec 1958 Calvert (APA 32) 25-26 Aug 1958; 4-12 Sep 1958 Carpenter (DDE 825) 30 August-1 Sep 1958; 4-16 Sep 1958 Castor (AKS 1) 16-25 Oct 1958; 2-7 Nov 1958 Charles H. Roan (DD 853) 20-27 Sep 1958 Cogswell (DD 651) 13 October-14 Nov 1958 Constant (MSO 427) 2-18 Sep 1958; 29 September-11 Oct 1958; 20-27 Oct 1958; 4-15 Nov 1958 Forrest Royal (DD 872)

20-27 Sep 1958 Hancock (CVA 19) 23 August-9 Sep 1958 Hassayampa (AO 145) 22 November-30 Dec 1958 Hitchiti (ATF 103) 3-6 Dec 1958 Jarvis (DD 799) 21-29 Oct 1958; 2-22 Dec 1958; 29 Dec 1958-1 Jan 1959 Lexington (CVA 16) 15-17 Aug 1958; 27 August-16 Sep 1958; 26 September-15 Oct 1958; 10-15 Nov 1958; 27-28 Nov 1958 Lyman K. Swenson (DD 729) 30 Aug 1958; 20-27 Sep 1958 Magoffin (APA 199) 30 August-8 Sep 1958; 25-27 Sep 1958 Mauna Kea (AE 22) 3-17 Sep 1958: 28 September-1 Oct 1958; 13-22 Oct 1958; 25-27 Oct 1958; 30-31 Oct 1958 Midway (CVA 41)

6-10 Sep 1958; 12-29 Sep 1958;

12-30 Oct 1958; 11-15 Nov 1958; 30 November-12 Dec 1958 Mispillion (AO 105) 9 July-7 Sep 1958 Mount Baker (AE 4) 6-12 Sep 1958 Mount Rainier (AE 5) 13 Nov 1958; 28 November-1 Dec 1958 O'Bannon (DDE 450) 30 August-6 Sep 1958 Okanogan (APA 220) 11-12 Aug 1958; 5-8 Sep 1958 Peacock (MSC 198) 6 September-16 Oct 1958 Picking (DD 685) 13-22 Nov 1958 Pine Island (AV 12) 23 August-16 Oct 1958; 22-30 Oct 1958; 5-15 Nov 1958 Porterfield (DD 682) 14-22 Oct 1958; 25 November-3 Dec 1958 Princeton (LPH 5) 27 August-16 Sep 1958; 14-22 Oct 1958

Shangri-La (CVA 38) 1958 3-27 30 August-1 Sep 1958; 3-27 Sep 1958: 15-16 Oct 1958; 21-29 Oct 1958; 7-9 Aug 1959 Sproston (DDE 577) 30 August-11 Sep 1958 Ticonderogo (CVA 14) 12-15 Nov 1958; 20-22 Nov 1958; 5-8 Dec 1958; 29 Dec 1958-1 Jan 1959 Tom Green County (LST 1159) 3-10 Sep 1958 Trathen (DD 530) 21 October-1 Nov 1958; 2-17 Dec 1958; 23 Dec 1958-1 Jan 1959 Vireo (MSC 205) 10 September-4 Nov 1958 Warbler (MSC 206) 10 September-4 Nov 1958 Whippoorwill (MSC 207) 10 September-4 Nov 1958 Wilkinson (DL 5) 1 Dec 1958-1 Jan 1959 Zelima (AF 49) 30-31 Oct 1958: 8-13 Nov 1958: 2-13 Dec 1958

#### Vietnam Service Medal Available for Issue; Eligibility Rules Set

The Vietnam Service Medal is now available for issue.

If you qualify for the award, you should bring this to the attention of your personnel officer. He will be making a list of those eligible for the medal, so he can order them in bulk through supply channels.

If you are uncertain as to your eligibility for the award, check the following rules:

Eligibility Requirements—Awarded to members of the armed forces who have served at any time between 4 Jul 1965 and a terminal date to be announced in Vietnam or air space or contiguous waters (defined in SecNav Notice 1650 of 3 Mar 1966).

Specifically, the following conditions apply:

Permanent Duty—Attached to and regularly serving with a ship or unit participating in or directly supporting military operations in Vietnam.

Temporary Duty—Service for 30 consecutive days or 60 nonconsecutive days in Vietnam or contiguous areas, except that the time limit

may be waived for personnel who have participated in actual combat operations.

Determination of eligible ships and units will be made by delegated commands who will authorize the issuance and wearing of the medal or ribbon. Lists of eligible ships and units with dates of participation will be issued from time to time, and will be incorporated in SecNav Inst P1650.1C in later changes. Eligibility will be based upon:

Shore Duty—Service for one or more days with a unit participating in or directly supporting military operations.

Sea Duty – Service for one or more days on board a ship directly in or directly supporting military operations. (Service with staffs or units embarked in a ship during a period for which that ship is eligible automatically qualifies for the Vietnam Service Medal.)

Air Duty—Actual participation as a crewmember in one or more aerial flights into air space above Vietnam or contiguous waters directly supporting military operations.

All members of the armed forces of the United States serving at any time in Vietnam, contiguous waters, or air space, between 1 Jul 1958 and 3 Jul 1965 inclusive, who earned the Armed Forces Expeditionary Medal for such service, may be issued the Vietnam Service Medal in lieu of the Armed Forces Expeditionary Medal. No individual may be issued both medals for service in Vietnam.

No person will be entitled to more than one award of the Vietnam Service medal.

Campaigns—A bronze star may be worn on the suspension ribbon and ribbon bar of the Vietnam Service Medal for participation in each of the following campaigns:

15 Mar 1961 — 7 Mar Vietnam Advisory 1965 — 24 Dec Vietnam Defense 1965 — 24 Dec Campaign

25 Dec 1965 — date (no name established) to be announced

Only one star is authorized for each campaign.

#### **NUCs** Awarded

Two attack aircraft carriers are among the latest recipients of Navy Unit Commendations. The attack aircraft carriers are uss Constellation (CVA 64) and Oriskany (CVA 34).

Air Wing 15 was included in Constellation's NUC; Air Wing 16 in Oriskany's award.

# LETTERS TO THE EDITOR

#### Twilight Cruise

Sir: My question concerns choice of duty station for my last tour of duty.

On 16 Jan 1968 I will have 26 years, three months and 14 days of active service, day for day. With constructive time, I will have 27 years, six months and four days' service. Since six months or more counts as a full year, according to the *BuPers Manual*, I assume that I could transfer to the Fleet Reserve at that time and be paid for 28 years—70 per cent of base pay.

Since I would be paid for 28 years' service at that time, could I apply for assignment to choice of duty station for the last two years before completing 30 years' active service?—M. E. B.,

QMCM, USN.

 It does sound logical, Chief, but your theory is based on incorrect data.

The fly in your computing ointment is your assumption that the "six months equals one year" rule applies equally to transfer to the Fleet Reserve, and to retirement. It does not.

When one retires after 30 years' service, his total active time—including constructive time, of course—must be at least 30 years.

Based on what you've told us, you will be eligible for retirement on 12 Jul 1970.

Requests for choice of duty for the last two years' active service are generally approved, provided the request is submitted approximately 28 months before the 30-year completion date. The request for duty assignment is made an enclosure to the request for retirement.

Based on the retirement date quoted above, you may submit your request for retirement and duty assignment in March 1968.—Ed.

#### A Must, Not a May

Sir: I have recently qualified to wear the Navy Expert Pistol Shot Medal. I am also entitled to wear the National Defense Medal.

Since I am qualified to wear these awards, must I wear them? As they are after all awards, I wonder if I may decide whether or not I display them.—J. O. D., Midshipman,

• You must wear them. They are considered a part of your dress uniform.

Men who hold six ribbons or less must wear them all. Those who rate more than six can wear all if they like, but are only required to wear six.—ED. This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

#### All at Sea

SIR: It is with some trepidation that I claim a record for one of the men serving aboard uss Warbler (MSC 206). We are aware of the fate of many of the records claimed in ALL HANDS, but I think we may have one that will stand for a while.

I refer to Warbler's Quartermaster Third Class George McCaslin. The claim for him is a modern "continuous days underway" record of 118 days. He sailed in five ships in accomplishing this feat.

He left Sasebo, Japan, on 16 Nov 1966 aboard uss Vireo (MSC 205), which stopped in Kaohsiung, Taiwan, on 19 November for fuel, and headed for Vietnam on 20 November, the first day that counts in Quartermaster McCaslin's record-setting (we think) sojourn.

When Vireo finished her Market Time patrol in January 1967, he transferred first to uss Albatross (MSC 289), then Pictor (AF 54), Widgeon (MSC 208), and finally to Warbler just in time to start another Market Time. On 17 Mar 1967, we arrived in Hong Kong.

I presume it can't go into the record, but we think it particularly significant that all but three days of McCaslin's tour were spent on 144-foot coastal minesweepers of Mine Squadron Three, based in Sasebo.

We also think it extraordinary that he retains most of his faculties after enduring from start to finish this year's northeast monsoon. During this period, 45-degree rolls were not uncommon, and we often made minus headway against wind and seas.

As a possible equalizer, we suggest that anyone approaching his record from a bigger ship with a few more comforts figure the days in relation to foot of ship per hour at sea, or some similar unit of measurement.

However, we do not insist on the record in this fashion because, we are sure, it would be absolutely no contest. By his endurance, if nothing else,

Quartermaster McCaslin exemplifies the motto of the Mine Force—"Iron Men in Wooden Ships."

We (his shipmates) are forwarding Petty Officer McCaslin's claim for him because of a certain modesty on his part. Also, he is not aboard at present. When last seen he was heading for the beach.

However, he is expected back in time to take on all challengers.—J. M. Giles, LTJG, usn, XO, uss Warbler (MSC 206).

 With as effective an advocate as you, Quartermaster McCaslin should have no problem claiming any sort of record he wishes.

However, the rest of the Fleet may not be so impressed by your presentation and someone, we are reasonably sure, will counter with brutal facts. We'll let you know.—Ed.

#### **Bauer Advances**

SIR: We on board uss *Bauer* (DE 1025) believe we have set a record (percentagewise) for the number of advancements in rate during one rating period.

Of the 52 Bauermen who participated in the February 1967 exams, 42 men passed their tests. Of these, 39 men were advanced. This gave the ship a test-passing percentage of 80.8 and an advancement percentage of 75.

Can anyone top this?-LT J. K., usn.

• We should soon find out, as no doubt correspondence from the Fleet will begin arriving to challenge your statistics. Meanwhile, you have every right to be proud of such an excellent performance, Congratulations.—ED.

#### Sleeve Award

SIR: According to the Awards Manual, awards earned while serving in another branch of service may be worn on the Navy uniform.

My question concerns the Meritorious Unit Emblem, an Army award. It is a golden laurel wreath on a cloth square. Soldiers wear it on the lower right sleeve of their uniforms.

Where is it displayed on the Navy uniform?—E. H. G., YNI, usn.

• The Navy's permission to wear awards of other services is limited to those devices, such as medals, ribbons and certain badges, which are worn on the breast.

The Army Meritorious Unit Emblem, because of its design and the position in which it is displayed on the uniform, is not authorized.—Ed.

Little But Oh, My . . .

SIR: I don't believe you have ever mentioned uss Little (DD 803) in your magazine. My husband served aboard her during World War II and I thought perhaps you could supplement his recollections. He was with her when she was sunk at Okinawa.-Mrs. W. J. M.

 Most happy to oblige. Your husband must have some fine sea stories to tell for Little's career, while brief, was filled with action. We are sure that his yarns of the final attacks of suicide planes are most vivid.

Little was commissioned 19 Aug 1944 at Seattle. By January, she was headed for the Pacific.

At Iwo Jima, she furnished call fire, illumination and harassing fire, bombardment, screening, and radar picket duties, then prepared for the last big operation of the war-the invasion of Okinawa.

Here, she joined the demonstration group, whose duty it was to make fake landings on the opposite side of Okinawa from the real landing beaches.

Then, on 19 Apr 1945, Little was ordered out to radar picket station number one.

The radar picket destroyers at Okinawa were deployed in a ring around the island to detect and intercept enemy air raids coming down from Japan, a short 350 miles away. The destroyers came under heavy air attack, principally from suicide planes.

From 20 to 24 April Little came under one daylight attack and several night attacks, firing 300 to 400 rounds of antiaircraft ammunition in her defense. She came through with no

damage, however.

On 3 May 1945, Little was operating on radar picket station 10 with uss Aaron Ward (DD 773), and four smaller ships.

Four planes were circling overhead as a combat air patrol, directed by Aaron Ward. Enemy planes began to appear on radar at about 1415, but it was not until four hours later that the first attacks came.

By 1813 the air above radar picket station 10 was foul with from 18 to 24 enemy aircraft. Aaron Ward vectored out the combat air patrol to intercept, but cloud cover favored the enemy, and

the intercept failed.

Aaron Ward took the first suicide hit at 1841. At the same time another kamikaze started a glide run on Little, crashing into her port side. seconds later a second plane was shot down close aboard. Repeated hits on a third failed to stop him, and he too plowed into the ship on the port side.

Moments later a simultaneous attack by two more planes broke Little's keel, blew up two boilers, demolished most of the amidships section, and opened all three of the after machinery spaces to the sea.

Four minutes after the first hit, Little was dead in the water. Five minutes more and her main deck was awash to starboard and the order was given to At 1855 Little went abandon ship. down in 850 fathoms, breaking up on the way down.

Little lost 31 of her crew as a result of the attacks, while another 49 were wounded. The survivors were picked up by the escorting vessels and the destroyer uss Nicholson (DD 442).-ED.

#### Air Medal Eligibility

Many individuals in Vietnam have duties that require them to take flights to staging areas, outposts and bases throughout that country.

Some Seabees I know, for instance, have logged close to 100 flights in Navy, Army, Air Force, Air America and Vietnamese armed forces aircraft. A good many of those flights drew heavy enemy ground fire. Still, not one man received an Air Medal.

I am interested in learning the reason for limiting issue of the Air Medal to aircrew and flight-status personnel. After all, passengers in aircraft flying over hostile territory are exposed to the same hazards as the crew.

Members of other services, whether or not aircrew members, receive the Air Medal for 20 flights over hostile territory. Furthermore, as I understand it, the criteria for award of the medal are satisfied if all 20 flights are made in one day. However, for our outfit to be awarded the AM, the 20 flights must be made on separate days.

It is recognized that the Navy is con-

servative in awarding medals. And I think most Navymen would have it that way. But, I wonder how they feel about the Navy's rationale on Air Medal award criteria?-R. W. D., JOCM, usn.

· A fair question, Chief.

There are no cut-and-dried rules to follow when it comes to determining eligibility for certain medals and That's why area commands may establish certain local eligibility requirements for awarding Air Medals, so long as the basic guidelines of Executive Order 9158 (as amended) are fol-

The Department of the Navy says that only pilots, aircrewmen or individuals authorized to draw flight pay are considered eligible to be recommended for the Air Medal. Current Navy qualification for the AM in Vietnam requires 10 strike flights or 20 missions . . . or any combination of the two to make up a total of 20 missions. One strike equals two missions.

In other military services, the medal may, as you say, be awarded to passengers of combat flights, should they qualify. One service considers three types of missions, of which pilots, crewmen and noncrewmembers must accrue either 25, 50 or 100 flight-hours to qualify for the Air Medal.

While these figures serve as guidelines for eligibility, it should be remembered that the basic reason an individual receives the Air Medal is because he (and we quote from the Regulations for the Award of the Air Medal) "has distinguished himself by meritorious achievement while participating in an aerial flight."-ED.



TONGUE-IN-CHEEK LANDING-Granted, the A6A Intruder is one of the Navy's more versatile aircraft and Navy pilots are second to none, but the seemingly perfect one-point landing atop USS Enterprise's superstructure, which towers 215 feet above the water, is a bit too much. Actually, the photo was snapped by a bombadier-navigator of another Intruder as an attack squadron returned from a North Vietnam mission.

#### A Matter of Definition

SIR: A friend of mine says AWOL stands for "absent without leave." I say, since without is one word, that AWOL means "absent without official leave."

What is the Navy's definition?—A. B. R., YN2, USN.

Actually, the Navy had two absence offenses for which the letters AOL and AWOL were used.

AWOL is synonymous with "absence from station and duty without leave." AOL, on the other hand, stands for "absence over leave." AWOL was considered the more serious.

These definitions are taken from the Articles for the Government of the Navy and the Naval Courts and Boards as summarized in a book published by BuPers in 1945 entitled "Naval Justice."

So, despite the grammatical error, i.e., "without" being one word, "absence without leave" appears to be the answer to your question.

Of course, you and your friend could settle your differences by simply using just two letters—UA—unauthorized absence. This is the label applied under the UCMJ which, of course, superseded the Articles for the Government of the Navy.—ED.

#### The Gendreau Story

Sir: In 1945 my uncle served aboard USS Gendreau (DE 639). He's often wondered what ever became of her. Can you help?—C. M. L.

◆ Glad to do so. Gendreau's career is an almost perfect case history of the work performed by these DEs during WW II.

They didn't often attract headlines and, perhaps the entire fate of the world did not rest on their shoulders (if you'll forgive the less-than-perfect metaphor) but the role of such ships was vital to the successful operations of the Fleet.

They went where the danger was and many didn't survive. Gendreau and

your uncle were among the lucky ones. Ask him to tell you about it sometime, if he hasn't already.

However. In answer to your query, after the war Gendreau operated with the Pacific Fleet until 1948, when she was decommissioned. She is now in the Reserve Fleet at San Diego.

For the sake of those who are not familiar with the Gendreau story, we'll elaborate.

Gendreau was commissioned in March 1944. She spent her first year shuttling between the islands of the South Pacific on escort and antisubmarine missions, then went to Okinawa to support the invasion of that island.

Just before dawn on 1 April, Gendreau was stationed off the southeast coast of Okinawa protecting amphibious ships. She was attacked by a Japanese aircraft which, hit by antiaircraft fire, splashed into the water a few yards to starboard.

A few hours later Gendreau moved toward the invasion beaches to deliver landing craft to their assigned positions.

At dawn the following day she was in the destroyer screen when another enemy plane attacked her, but was brought down by the fire from Gendreau and accompanying ships.

On 3 April, Gendreau was brought under a strafing attack. When the enemy plane returned for a second pass the destroyer's gunners were waiting. The plane crashed 25 yards from the ship.

Three days later a torpedo bomber aimed a torpedo at the ship, but the fish exploded when it hit the water. Gendreau brought the aircraft down 500 yards astern. The following day the gunners chalked up another kill.

On the 12th of April a torpedo bomber loosed its missile at the can, but it passed under the bow and exploded some distance beyond. A few days later two enemy planes homed in on her, but two allied aircraft arrived on the scene and shot down the attackers.

Gendreau had escort duty for a cou-

Obligated Service

SR: In 1963, after five years of enlisted service, I attended OCS under the provisions of the Integration Program. I was commissioned ensign with a date of rank of 2 Aug 1963.

At the time I assumed I had acquired a four-year active duty obligation. Now I'm not so sure.

Discussion with my classmates has led to confusion. Several of my contemporaries have indicated the obligation is for only two years. Other opinions range as high as six years.

Can you shed some light on the situation?—D. L. U., LTJG, usn.

• Certainly. The word is four years. You were correct all along.—

ple of months, then returned to Okinawa to support the troops ashore. She got too close to the beach on one occasion, and a 150-mm gun hidden on shore scored a hit on her.

Gendreau lost power and began taking water, but outstanding damage control had her under control in 15 minutes and nearly restored her to normal within two hours.

She was to be damaged twice more that summer, but not by the enemy. In July, she got caught in a typhoon, which caused her to roll nearly 60 degrees, and buckled steel plating. Little more than a month later, another typhoon parted her port anchor chain.

Shortly after the war ended, Gendreau steamed for home. She returned to the Far East twice on routine cruises, before being decommissioned 13 Mar 1948.—Ep.

#### Seavey Eligibility

SIR: Is a man eligible for Seavey segment B-67 if his enlistment expires before September 1969?

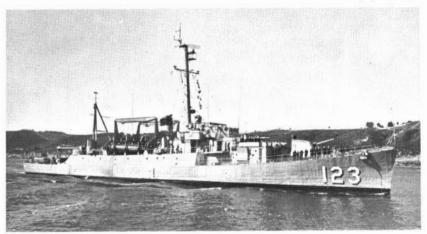
If active obligated service beyond September 1969 is required and the man extends, must be serve out his extension even though he doesn't receive orders?—S. L., BU1, usn.

• The answers to your two questions are no and yes, respectively.

Chapter 3.25 of the Enlisted Transfer Manual (NavPers 15909A) specifies that, to be eligible for Seavey segment B-67, a man must be obligated to serve on active duty at least until September 1969.

The Manual also states that an agreement to extend a man's enlistment or to remain on active duty is made solely for the purpose of entering his name on the effective Seavey listing.

The agreement is not conditional upon the man being assigned shore duty before his present enlistment expires.— Ep.



COMMENDATION WINNER—USS Diachenko (APD 123), NUC winner for Vietnam service, returns to San Diego after second Vietnam deployment.

#### Warrants Grow Younger

SIR: I knew the question "who is the youngest warrant" had to be brought up sooner or later. So, I'd like now to submit my claim.

Figuratively, it should top J. S. Turner's claim which you ran in the

January 1967 issue.

When notified of my selection, I was 24 years and 10 months old. I actually received the appointment at age 25 years, seven months. At that time I had eight years and six months' service behind me. Who's youngest now?—W-1 K. W. Nitschke, USN, USS Shangri-La (CVA 38).

• Since J. S. Turner listed himself as 26 years, nine months young, with less than nine years' service upon making warrant, "figuratively" you were younger-but not youngest, it would seem.

Theoretically, a man may join the Navy on his 17th birthday and be appointed to the warrant ranks on his 23rd birthday, the minimum age requirement for the W-1 program. He must, however, have at least six years' active naval service, be an E-7, or be an E-6 with one year in pay grade. The E-6 must have passed the E-7 examination for advancement in rate.

Although we are talking about young appointees, the maximum age and time in service requirements were changed on I July this year. Now, an applicant must not have reached his 31st birthday before 1 July of the year in which application for W-1 is made. Nor, may he have more than 14 years' active naval service.

We received many replies from WOs challenging Turner's claim. Some came from newly appointed warrants, while others were submitted by men who achieved warrant status when many of today's W-1s were in kindergarten.

Here are some of those claims:

CDR Mike J. Trens (CinCPac Staff, former CWO Bos'n) tells us he was appointed Warrant Bos'n on 15 Apr 1944 when he was 26 years, five and one-half months old. He had just four years, three months of naval service. Furthermore, when he had five years, 10 months of service, he was appointed Chief Warrant Bos'n on 1 Nov 1945. That, in itself, is sufficiently remarkable to warrant comment. (Warrant—get it?).

CWO-4 J. A. Hill (NTC San Diego) informs us he received his warrant appointment on 15 Sep 1943 when he was 24 years and six months old, with six years, seven months of service.

W-1 James L. Dunning (uss Bradley, DE 1041) is one of the Navy's newest warrants. He received his appointment on 1 Dec 1966 when he was 25 years, three months and four days old. He had been in the Navy for eight years, two months and seven days.

W-1 Charles T. Scaringella (FltAct Sasebo) was 26 years, five months and 14 days old when appointed to warrant



FIRST AIRCRAFT CARRIER built from the keel up was the USS Ranger (CV 4). All other aircraft carriers prior to Ranger were conversions of other ships.

rank on 1 Mar 1966. He then had eight years, five months and 18 days in the Navy.

LCDR R. M. Woolnough (CO, uss Reaper, MSO 467, former W-1), received his appointment on 1 Mar 1953 at age 26 years, seven months, 21 days. His time in service: eight years, five months, 21 days.

W-1 Larry F. Pearrell (shipmate of Warrant Scaringella) was also appointed warrant on 1 Mar 1966. Although he was the eldest (28) of those warrants who challenged Turner's claim, he was fourth in line with the least amount of time in service—seven years, 11 months and 26 days.

So there you have it for the moment. The career of each man is a thought-provoking testament of the opportunities in the Navy for men who are intelligent, willing to work hard, and are lucky.

However, all are topped—as of this issue—by Chief Warrant Officer (W-4) L. E. Tunks, USNR(R), presently assigned to USNRTC Lake Charles, La. He tells us that he received his appointment at the age of 23 years, five months; after serving just four years, 11 months. Date of his appointment: 15 Jul 1943.

Not even the Navyman who joined the Navy on his 17th birthday and receives a warrant appointment on his 23rd birthday can top this record today.—Ed.

#### RVN Campaign Medal

Sir: I am under the impression that Navymen serving outside Vietnam may earn the Republic of Vietnam Campaign Medal if they are attached to a command which provides direct combat support to RVN Armed Forces.

Is this true? If it is, does it mean a man may earn the medal without entering the combat zone?—S. P. T.,

 Almost, but not quite, true. Also, you must enter the combat zone to earn the medal. To be eligible for the Republic of Vietnam Campaign Medal, you must be eligible for the Vietnam Service Medal or Armed Forces Expeditionary Medal (Vietnam) for a total of six months.

The requirement does not mean you must serve for six months within the combat zone. It means you must enter the zone during six different months, not necessarily consecutive.

If you were in the combat zone, for instance, during 2-4 October 1965, 10-19 November 1965 and on 30 March 1966, three months' eligibility would be earned. If you returned three more times, in different months, you would become eligible for the Republic of Vietnam Campaign Medal. If you did not, you would not.

For more information, see SecNav Inst 1650.26, paragraph 6d.—Ed.

#### Air Force Unit Award

Sir: One of the men in our squadron was awarded the Air Force Outstanding Unit Award ribbon. We have checked the Awards Manual and Uniform Regs, but haven't been able to find out the precedence of this award when worn by a Navyman.

Also, may this Air Force award be worn on the right breast of a full dress uniform?—C. C. B., ADRC, USN.

uniform?—C. C. R., ADRC, USN.

• The USAF Outstanding Unit Award is similar to the Navy Unit Commendation ribbon, but it may not be worn on the right breast. As stated in Article 1030.6 of Uniform Regs, only the Presidential Unit Citation or the Navy Unit Commendation ribbon may be worn on the right breast when large medals are prescribed (since there is no medal for these awards).

If an Air Force member who has been awarded the USAF Outstanding Unit Award ribbon later joins the Navy, he may wear the ribbon on the left breast of his Navy uniform whenever ribbons are worn. On the precedence list for ribbons this award is next senior to the Navy Good Conduct Medal.—ED.

#### More on Houston

SIR: I would like to correct your description of the rescue of uss Houston (CL 81) by Boston (CA 69) during Task Force 38's atack on Formosa in 1944. (ALL HANDS, January 1967, p. 22). The statement that Boston towed Houston "out of further danger" is inaccurate. I know. I was there.

Not wishing to detract in the least from credit due Boston for her part in rescuing Houston, I offer the following from my own personal knowledge.

The 14 October attack which you mentioned was by aerial torpedo, coming just at dusk. An attacking plane was shot down off the port side. Cheers of victory from topside rent the night air, only seconds later to be punctuated by the deep-down explosion which rocked Houston from stem to stern, like a heavy timber dropped across a stone wall. No other experience can so quickly leflate a triumphant spirit.

Houston's gunners had succeeded in downing a second enemy plane, but not before its torpedo had slammed into the ship, causing extensive damage. This plane, after launching its torpedo,

LETTERS TO THE EDITOR (Cont.) was shot down and crashed after its torpedo hit the cruiser.

> The keel was broken and a hole 10 feet in diameter blasted in the engineering spaces, killing many in the fire and engine rooms. The armored deck was ruptured at the seams, and steam from exploding boilers took further toll.

> As you say, Boston took her under tow. But the danger was not over. Before noon on 16 October, the Fleet tug uss Pawnee (ATF 74) relieved Boston of her tow. At about 1330, a second enemy attack came in low from Houston's starboard quarter and a torpedo was launched by one plane that got through defenses.

> The plane was shot down and hit the water 3000 yards ahead, but the torpedo found its mark in Houston's stern, blowing up the hangar hatch, and shattering the after part of the hangar, opening it to the sea. Another seven or eight men died, and a gasoline fire was started which took half an hour to extinguish.

> About 55 men died in Houston during the 14 and 16 October attacks. Approximately 1000 men were transferred at sea (300 the hard way-jump over and be picked up later), while

most of the remaining crew stayed with Houston through temporary repairs in floating drydock, then to Brooklyn Naval Shipyard under her own power.

I was Houston's mail clerk from commissioning through November 1945, and I personally knew most of those who were killed .- B. B., YNCM, USN (Ret).

• Thank you for correcting us about Houston. We appreciate also the additional details from your personal knowl-We can understand why the incident is still vivid in your memory.

Being a plankowner, you know that Houston was commissioned 20 Dec 1943, and a few months later was bound for Pearl Harbor. However, our contemporary readers may not be too familiar with her career.

After brief training exercises there, she steamed for Majuro Atoll in the Marshalls, where she joined Vice Admiral Mitscher's task force on 31 May 1944.

Houston took part in the assault and occupation of the Marianas Islands, and strikes on Iwo Jima and Chichi Jima, during the first half of June. The Battle of the Philippine Sea began on 19 June, and Houston served in the antiaircraft screen for Admiral Mitscher's carriers.

Of the enemy planes which eluded the carrier aircraft, few managed to penetrate the curtain of antiaircraft fire sent up by Houston and other screening ships. The four massive enemy air raids that day resulted in the famous "Marianas Turkey Shoot" which accounted for over 230 enemy aircraft.

On 26 June, Houston joined the cruiser uss Miami (CL 89) and six destroyers bombarding enemy shipping and installations at Guam and Rota. The force sank several small ships, destroyed a radar station, and destroyed 10 enemy aircraft on the ground at Guam.

Houston was among a similar force which bombarded the islands of Peleliu, Anguar, and Ngsebus, in early September.

The task force arrived off Formosa on 12 October, and Houston shot down four enemy aircraft that evening while repelling concentrated air attacks on the task force. Further strikes were launched against Formosa on 13 October, and the enemy retaliated again that night, scoring a torpedo hit on Canberra.

The next day, as has been noted, Houston was badly hit.

The stricken cruiser Canberra, under tow by the fleet tug uss Munsee (ATF 107), was alongside Houston on 16 October, when the second attack came. The two crippled ships, together with their tow and escort group of four cruisers, six destroyers, and two escort carriers, were nicknamed "CripDiv 1."

#### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- Great White Fleet Veterans Assn.-Will hold their 23rd annual reunion at the Grant Hotel, San Diego, 16 December. Men who sailed with the Fleet in 1907, 08 and 09 are invited. Contact Harry S. Morris, 5070 Marlborough Drive, San Diego, Calif. 92116.
- uss Mississippi (BB 41)-The 20th annual reunion will be held at the Elks Lodge, El Cajon, Calif., 14 October. For details, write to Jimmy Lucas, 1308 Blossom St., Glendale, Calif. 91201.
- uss Alabama (BB 60)-Will hold its 25th anniversary reunion 18, 19 and 20 August in Mobile, Ala., for former crewmembers who served during WW II. For information, contact C. G. Deas, P. O. Box 829, Montgomery, Ala. 36102.
- uss Concord (CL 10)-A reunion will be held in Waukegan, Ill., 10 through 13 August for those who served aboard during 1938-46. Contact J. Rasden, 938 Muirfield Ave., Waukegan, Ill. 60085.
- 30th Seabee Battalion-Will hold its silver jubilee September 1, 2 and 3 at Hotel Utica, Utica, N. Y. Write

- to Salvator Dardano, 26 Van Epps St., Vernon, N. Y. 13476, for details.
- Patrol Squadron 82 (VP 82)-A 26th anniversary reunion is being planned for this year. If interested, contact Russell E. Sarna, 56 Brookside Drive, East Greenwich, R. I. 02818.
- uss LCI(L) 966-A reunion is being planned by those who served aboard during 1944-46 with time and place to be determined. Domnick J. Cerra, 221 Prospect St., Dunmore, Pa. 18512.
- uss Pensacola (CA 24)-A reunion is now in the planning stage and will be held later this year. If interested, write to Master Chief Personnelman Douglas Jacobs, Quarters 1624, NAS, Pensacola, Fla. 32508.
- uss Saratoga (CV 3)-The 16th annual reunion will be held at the Breakers Hotel, Long Beach, Calif., on 7 October. Contact Art Nelson, 3013 Antonio St., Torrance, Calif. 90503.
- uss New Mexico (BB 40)-The 10th annual reunion will be held 18 November at the Edgewater Marina Hotel, 6400 E. Pacific Highway, Long Beach, Calif. Contact Frank Slavin, 214 Termino Aye., Long Beach, Calif. 90803, for details.
- 107th Seabees-The 13th annual reunion will be held on 1-5 September at the Bellvue Hotel, San Francisco, Calif. For details, contact Captain J. R. Ritter, CEC, USNR (Ret.) 1901 Monterey Blvd., San Francisco, Calif. 94127.

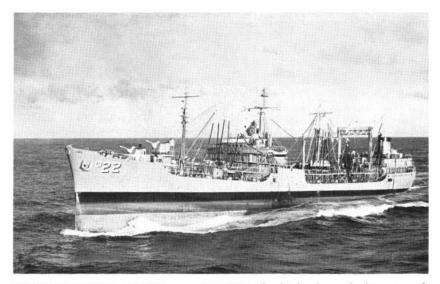
Learning that the Japanese believed CripDiv I to be the battered remnants of the Third Fleet, Admiral Halsey decided to use the crippled ships as bait to lure the Japanese fleet into the open. Accordingly, he withdrew two task groups out of sight to the west, and stationed another to the east. The trap almost succeeded.

The enemy's Second Striking Force sortied from the Inland Sea of Japan, but when they were attacked by planes from uss Bunker Hill (CV 17), the Japanese admiral decided that more was left of the Third Fleet than met the eye, and he discreetly retired.

Houston arrived at Ulithi on 27 Oct 1944, and with the help of the repair ship uss Hector (AR 7), was strengthened sufficiently to make the 1000 miles to Manus Island and drydock. During five weeks in drydock, patches were installed and Houston's engineering plant was repaired. She left Ulithi on 16 Feb 1945, and steamed for New York, where she received extensive battle damage repairs.

In April 1946, Houston left the States for an extended goodwill cruise to Europe. During the cruise, she visited Plymouth, England; Oslo, Norway; Copenhagen, Denmark; Stockholm, Sweden; Rotterdam, Holland; Antwerp, Belgium; Lisbon, Portugal; Glasgow and Cromarty Firth, Scotland; Naples, Italy; and Port Said, Egypt. She returned to the Brooklyn Naval Shipuard in December 1946.

After serving with the Atlantic Fleet for six months, Houston left for a cruise to the Mediterranean. She returned to the States on 16 August. Houston was placed out of commission in reserve at Philadelphia on 15 Dec 1947. She earned three stars for her participation in battles.—Ed.



VENERABLE OILER—USS Cimarron (AO 22) rides high after refueling aircraft carrier. The oiler recently celebrated 28th year of commissioned service.

#### More Details on the AS Rating

Sir: I would like some information on the AS rating.

First of all, have the lengths of tours at sea and ashore been established?

Secondly, will men in the AS rating be competing this year with other individuals who are converting to AS, or will these convertees be selected as AS even though they are examined for advancement in their present rating?

Finally, if an individual was not credited with award points, and yet passed the exam for E-8, what bearing would this oversight have on his selection for senior chief petty officer?—G. M. C., ASC, USN.

 The answer to your first inquiry is yes. BuPers Notice 1306 of 28 Mar 67 established shore duty tours of 36 months for ASAN through ASC. AS sea duty should run about 30-36 months.

As for AS examinations, the May 1967 exam cycle featured exams for ASCS and ASCM. The competition was completely within the AS rating with no conversion in ratings to confuse the issue. Commencing with the August cycle, AS exams will be available for the entire rating.

"None" is the answer to your third question. Once an individual has passed the E-8 or E-9 exam, his qualifications are then considered on an individual basis by the selection board. The board reviews each candidate's entire service record when determining his qualifications for advancement to the higher enlisted pay grades.—ED.



# TAFFRAIL TALK

It was enough to shake up the strongest skipper.

Here was the 11,000-ton uss Belmont (AGTR 4) peacefully going about her business well off the coast of South America, the crew thinking about securing for the day and wondering what was for chow that evening, when-BAM! Likewise POW!

For a long, long 20 seconds the ship was literally shook. Masts and antennas whipped back and forth like flyrods with a four-pounder on the business end. Loose gear tumbled to the deck and so did some of the men.

GQ was sounded immediately, of course, and all hands scrambled to their damage control stations. Engines were

Nothing happened. Nothing.

Repair parties began sending in their reports. Nothing wrong. Lots of loose gear but that was all.

Broken screw? Screw fouled? Monster of the deep?

Carefully inching forward, slow turn by turn of the screw indicated nothing wrong.

Exceedingly puzzled and most exceedingly relieved, Belmont's skipper CDR M. L. Scappini, USN, ordered the ship to resume

It really wasn't a bad dream. It just happened that Belmont had run into the worst earthquake the west coast of South America had experienced in 20 years.



Two Navymen who earlier this year spent 12 hours in a cramped, magnetically low "Moon Room" recently crawled back into it for a two-week stay.

The men in the moon room were Randy Girard and Donald Larimore, Airman Apprentices assigned to the volunteer pool at the Naval Aerospace Medical Institute in Pensacola. They did well in the previous 12-hour experiment, and therefore were offered the longer test.

The moon room and a room similar, except that it has a normal earth environment, were constructed inside a 50-foot dome near the Institute. Occupants can move from one room to the other at various times during experiments so scientists can make comparisons.

Furnishings in the room included wall-to-wall carpeting, bunks that fold to the wall, two chairs, and a table. Everything was made of wood, aluminum, brass or plastic because any ferrous material would disturb the magnetic field.

Meals for the two men were provided by the Naval Hospital. There was no special diet. Technicians outside the room would open a guillotine-like door of the entrance port and place paper plates of food on a ledge in the wall. When the outer door was closed the men inside opened a similar door on their side, took the plates and closed the door.

During the test, Girard and Larimore did a lot of studying for advancement when they were not too busy following instructions. Their days included time for almost everything they would normally do, except shaving. As razors are made of steel, Girard and Larimore were not permitted to shave during the test period.

The all Hands Stay

#### The United States Navy **Guardian of our Country**

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Future of the Navy
The Navy will always employ new weapons, new techniques and greater power to
protect and defend the United States on the

protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. our heritage from the past.

Never have our opportunities and our re-sponsibilities been greater.

ALL HANDS

The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every inh that's have

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy. Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest, Photographs are very important, and should

leisure hours, and humorous and interesting feature subjects are all of interest. Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than aroup shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

publication.

Address material to Editor, ALL HANDS, Pers G15. Navy Department, Washington, D.C. Navy Department,

. AT RIGHT: VERTICAL REPAIR-A CH46A Chinook helicopter demonstrates its versatility by substituting for a crane by gently lowering a radar dome into place for installation atop the foremast of a heavy cruiser-157 feet above the waterline.

